OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START

OF

ROLL

ROLL

255

AGENCY
NAME: ODOT

SERIES TITLE:
CONSTRUCTION CONTRACTS

FIRST RECORD
ON REEL:
9916 (1985)

REDUCTION
RATIO: 21X

1985 Gales Cr. (Ritchey Road) Br. 9916
Sec, Ritchey County Rd. W. of Forest
Grove. (gr, surf, str.)

C+A 8002 1-27-84

9916

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

April 1, 1988

In Reply Refer To
File No.:

LOREN D. MEINZ, PE
Operations Engineer
Washington County
2470 SE River Road
Hillsboro, Oregon 97123

This is in response to your February 2, 1988 letter regarding the Ritchey/Gales Creek Bridge. According to my records, the project was completed in August 1985 and accepted by the County as indicated by a letter to Bob Shotwell dated October 15 of that year.

Final payment was released to the contractor in April 1986 and the project closed out. I know of no recourse which could be taken against the contractor. It may be possible to reopen the project and obtain Federal participation. I question the effort would be justified or that overall, Washington County would benefit. If you want us to pursue reopening the account, we will need more information.

I would say from the information in your letter that the impact slab is functioning as intended. We recognize that frequently bridge approach fills settle or subside sometimes due to subsidence of underlying material. The impact panel is designed to span the void which is created when the fill settles and to provide a smooth transition.

ALLAN C. HARWOOD
Region Operations Engineer

ACH:cms

bcc: Joe Speight
I don't feel Washington County has any legitimate claim.

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
APR 04 1988
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1850 (1-87)

9916 Joe B.U. 4/8

WASHINGTON
COUNTY,
OREGON

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
MAR 28 1988
REFER TO ______
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

March 21, 1988

Ms. Anne Hernandez
Oregon State Highway Division
434 Transportation Building
Salem, Oregon 97310

RE: FINAL SETTLEMENT INVOICE GALES CREEK (RITCHEY ROAD) BRIDGE

Dear Ms. Hernandez:

Concerning the above referenced final invoice, Washington County is not prepared at this time to close this project due to an unresolved question concerning the structural quality of the project. I have attached a copy of a letter sent to Mr. Allen Harwood, P.E., Operations Engineer with the Metro Office, outlining the details of this claim. To date, we have had no response from Mr. Harwood concerning this matter. Accordingly, we are deferring any final closure of the project.

I will keep the invoice in my active file for future action subject to this issue being resolved. If you have any questions concerning this matter, please feel free to contact me at 648-8761, ext. 2840.

Sincerely,

J Green

Jerry Green
MSTIP Project Manager

Attachment

c: Jerry Parmenter
Loren Meinz
Randy Lapo

Ann will
Pursue the
Payment of
this Bill

FINAL/br

150 North First Avenue
Department of Land Use And Transportation, Administration
Hillsboro, Oregon 97124
Phone:503 / 648-8761

9916

WASHINGTON
COUNTY,
OREGON

February 2, 1988

Allen Harwood, PE
Operations Engineer
9002 SE McLoughlin
Milwaukie, OR 97222

RE: Ritchey/Gales Creek Bridge

Dear Allen:

This is Bridge No. 67-1258 on Ritchey Road west of Forest Grove in Washington County. The date of construction is 1985. The bridge inspection of 1987 shows that the embankment under the approach panels has settled. A 6" gap is exposed in some areas under the approach slabs and the end of the panels appears to be settling. Before this project is finaled, the County is requesting that this problem be addressed.

Prior to final project acceptance of this project, the County requests that the State initiate corrective repairs, or provide project funds to the County for repair of the same. At present, we have no estimate of the cost of repair.

The original construction was under Contract No. 9916.

Loren D. Meinz, PE
Operations Engineer

LDM:DJ:lb

c: Randy Lapo
Dean Frazier

RECEIVED
MAR 17 1988
LAND USE &
TRANSPORTATION
WASHINGTON COUNTY

Department of Land Use And Transportation, Operations and Maintenance Division
2470 Southeast River Road
Hillsboro, Oregon 97123
Phone:503 / 681-7037

9916

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

		AGENCY 02	CURRENT DOCUMENT NUMBER 146416
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 6027	DATE 12/21/87	VENDOR NUMBER 0001003084-00

Washington County
Land Use & Transportation
150 N. First Ave.
Hillsboro, OR 97124

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09916-000	L02	8026			844010	10	$1,153.04

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE
		-		

FOLD

FOLD

DESCRIPTION.

Final Settlement BROS 3400 (10) (13)
Gales Creek (Ritchey Rd.) Bridge
Agreement 8002

See attached itemized statement

Amount Due: $1,153.04

JAN 4 RECD

APPROVED BY

GL 1140

TOTAL PRICE

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $1,153.04

734-1150 (11-86) IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz / Anne Hernandez (INVOICE PREPARER) PH. 378-6514 / 378-5034

9916

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 4, 1987

COUNTY: Washington AGREEMENT NO: 8002 PROJECT NO: BROS-3400(10 & 13)

CONTRACT NO: 9916 SECTION: Gales Cr. (Ritchey Rd.) Br.

PRELIMINARY ENGINEERING PREFIX C234-1918:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 10,000.38	$
Final Design	5,024.86	7.50
R/W Descriptions	34.82	
Region Utility Liaison	300.20	
Location	211.60	
Program Section	278.14	
Administrative Services	136.57	
Environmental Section	57.78	
Structural Foundations	2,832.36	35.28
Free Bridge Design	5,789.92	
Free Specifications	1,698.99	
R/W Utility Engineer	67.81	
Surface Design Engineer	145.78	
Region Traffic	216.15	
Hydraulics	1,078.34	
Total P.E. Cost	$ 27,873.70	$ 42.78
Less Free Bridge Design & Specs.	(7,488.91)	-0-
Total P.E. Cost to County	$ 20,384.79	$ 42.78

CONSTRUCTION PREFIX C234-1016 & C9916:

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 203,086.30	$ 300.00
Permanent Striping (State) SFO	622.68	
Interest on Final Payment		285.66
Liquidated Damages	(300.00)	
Field Engineering	21,708.62	
Program Section	64.64	
Material Section	3,651.06	32.56
Technical Services	1,125.21	
Accounting	116.88	
Total Construction Cost	$ 230,075.39	$ 618.22

SUMMARY

Participating P.E. Cost		$ 20,384.79
Participating Const. Cost		230,075.39
Total Participating Cost		$ 250,460.18

FEDERAL FUNDS

P.E. (80%)	$ 16,307.83	
Const. (80%)	184,060.31	(200,368.14)
Subtotal		$ 50,092.04
Plus Non Participating County Cost		661.00
Less County's Advance Deposit		
P.E. AD #83-118	$ 3,200.00	
Const. AD #84-126	46,400.00	(49,600.00)
BALANCE DUE FROM COUNTY		$ 1,153.04

MKS:bkw

9916

12-3-87

```
PAGE     1

                JOB COST SUMMARY RUN ON  12-03-87
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                 CHARGES ARE CURRENT TO 11/27/87

                                   CREW       CURRENT     BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER       MONTH         DATE
--        -------- ---------- ------      -------     ----------
C09916                        8026                    108,758.30 ***
C09916               199      8026                          1.38
C09916               300      0100                     26,237.85
C09916               300      8026                     81,877.47
C09916               304      8026
C09916               306      8026
C09916               349      8026                        285.66   Now
C09916               504      1000                         40.89
C09916               550      8200                         28.00
C09916               550      8214                         12.00
C09916               550      8215                         28.00
C09916               555      0521                         12.65
C09916               555      0522                          1.58
ACTIVITY                                                            217,283.78 SUBTOTAL

C09916    010        001      0813                        136.30
C09916    010        001      0821                        223.81
C09916    010        001      8023                        269.46
ACTIVITY   010                                                          629.57 SUBTOTAL

C09916    159        001      1047                        169.57
C09916    159        030      1047                        161.06
C09916    159        440      1047                        136.05
C09916    159        549      1047
C09916    159        550      1047                        156.00
ACTIVITY   159                                                          622.68 SUBTOTAL   STATE STRIPING

C09916    900        001      1083                        506.18
C09916    900        001      1094                        128.04
C09916    900        001      8026                      6,430.97
C09916    900        030      8026                      2,920.85
C09916    900        260      8026                        450.80
C09916    900        548      8026                        224.40
C09916    900        550      1094                         20.00
C09916    900        550      8026                         50.48
C09916    900        551      1094                        409.00
ACTIVITY   900                                                       11,140.72 SUBTOTAL

C09916    901        001      7331                         74.60
C09916    901        001      7364                         17.68
ACTIVITY   901                                                           92.28 SUBTOTAL

C09916    920        001      0631                         38.94

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                    JOB COST SUMMARY RUN ON  12-03-87
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 11/27/87

                                  CREW        CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER       MONTH          DATE
--        -------- ---------- ------      -------      ----------
ACTIVITY   920                                                         38.94 SUBTOTAL

C09916    940      001        8214                         337.74
C09916    940      001        8221                          40.98
C09916    940      001        8240                          85.92
C09916    940      551        8026                         182.00
C09916    940      551        8214                         151.00
C09916    940      551        8215                          88.00
ACTIVITY   940                                                        885.64 SUBTOTAL

EA         C09916 TOTAL                                           230,693.61

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                 JOB COST SUMMARY RUN ON  12-03-87
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                   CHARGES ARE CURRENT TO 11/27/87

                                 CREW         CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER         MONTH          DATE
--        -------- ---------- ------        -------      ----------
C2341918                      0100                        27,721.24 ***
ACTIVITY                                                              27,721.24 SUBTOTAL

C2341918 900       030        8026                           195.24
ACTIVITY   900                                                           195.24 SUBTOTAL

EA        C2341918 TOTAL                                               27,916.48


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

7716

6-17-87

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

PAGE 424
RUN 06/17/87 23:13

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-3400-012									
********************************									
F01753									
C09915 -000	20,036.95	280.72	13,467.19						
C09915 -011	278,105.50	232,977.43	278,105.50						
AGREEMENT TOTALS	298,142.45	233,258.15	291,572.69	80.00	243,142.00	233,258.15	.00		.00
FED PROJ TOTALS	298,142.45	233,258.15	291,572.69		243,142.00	233,258.15	.00		.00
FEDERAL PROJECT: BROS-3400-013									
********************************									
F01754									
C09916 -000	13,728.19	3,219.18	13,728.19						
C09916 -001	285.66	.00	.00						
C09916 -010	332.56	.00	.00						
C09916 -011	216,347.20	180,841.13	216,347.20						
AGREEMENT TOTALS	230,693.61	184,060.31	230,075.39	80.00	184,060.31	184,060.31	.00		.00
FED PROJ TOTALS	230,693.61	184,060.31	230,075.39		184,060.31	184,060.31	.00		.00
FEDERAL PROJECT: BROS-3500-001									
********************************									
F01815									
C2351966-000	1,160.03	62.08	1,160.03						
C2351966-010	110.84	.00	.00						
C2351966-011	16,179.69	13,809.70	16,179.69						
AGREEMENT TOTALS	17,450.56	13,871.78	17,339.72	80.00	13,871.78	13,871.78	.00		.00
FED PROJ TOTALS	17,450.56	13,871.78	17,339.72		13,871.78	13,871.78	.00		.00
FEDERAL PROJECT: BROS-3500-002									
********************************									
F01814									
C09998 -000	7,476.13	2,829.38	10,276.13						
C09998 -001	102.22	.00	.00						
C09998 -011	91,720.68	76,562.80	88,920.68						
C2351040-000	189.33	9.32	189.33						
C2351040-011	2.82	.00	2.82						

7916

6-17-87

```
REPORT NO: FMBL003-1                          OREGON DEPARTMENT OF TRANSPORTATION                                PAGE 423
SEQ: FEDERAL APPROPRIATION, FEDERAL              FINANCIAL MANAGEMENT SYSTEM                               RUN 06/17/87 23:13
     PROJECT, AGREEMENT, EA-SUBJOB                OREGON STATE HIGHWAY DIVISION
                                                     FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 117
 AGREEMENT         TOTAL COSTS        AMOUNT        --PARTICIPATION--       AGREEMENT        FEDERAL     -ADJUSTMENT-        VOUCHER
  EA/SUBJOB          TO DATE       PREV CLAIMED     AMOUNT     PERCENT        AMOUNT           SHARE     AMOUNT  CODE          AMOUNT
FEDERAL PROJECT: BROS-3200-003
******************************

 F04409
   C2321913-000      30,578.50       23,389.51     30,578.50
 AGREEMENT TOTALS    30,578.50       23,389.51     30,578.50   80.00      29,520.00       24,462.80       .00              1,073.29
FED PROJ TOTALS      30,578.50       23,389.51     30,578.50              29,520.00       24,462.80       .00              1,073 29
FEDERAL PROJECT: BROS-3301-001
******************************

 F02431
   C3331951-000      14,079.10        2,768.13     14,079.10
   C3331951-001          75.76             .00           .00
   C3331951-011      21,090.33       25,367.41     21,090.33
 AGREEMENT TOTALS    35,245.19       28,135.54     35,169.43   80.00      28,135.54       28,135.54       .00                   .00
FED PROJ TOTALS      35,245.19       28,135.54     35,169.43              28,135.54       28,135.54       .00                   .00
FEDERAL PROJECT: BROS-3400-010
******************************

 F01800
   C2341918-000         195.24            1.09        195.24
   C2341918-010          42.78             .00           .00
   C2341918-011      27,678.46       22,297.87     27,678.46
 AGREEMENT TOTALS    27,916.48       22,298.96     27,873.70   80.00      22,298.96       22,298.96       .00                   .00
FED PROJ TOTALS      27,916.48       22,298.96     27,873.70              22,298.96       22,298.96       .00                   .00
FEDERAL PROJECT: BROS-3400-011
******************************

 F01801
   C2341919-010           7.50             .00           .00
   C2341919-011      34,259.99       27,407.99     34,259.99
 AGREEMENT TOTALS    34,267.49       27,407.99     34,259.99   80.00      27,407.99       27,407.99       .00                   .00
FED PROJ TOTALS      34,267.49       27,407.99     34,259.99              27,407.99       27,407.99       .00                   .00
FEDERAL PROJECT: BROS-3400-012
******************************

 F01753
```

9916

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** BROS-3400(13)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 10/03/84 To: 9/26/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
230,693.61	230,075.39	80%	184,060.31	184,060.31	-0-

117

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY Oregon *State Highway Agency*

By Controller *Authorized Officer* 5/22/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	GALES CREEK (RITCHEY ROAD) BRIDGE SECTION COUNTY ROAD WASHINGTON COUNTY					
	Construction Type Code X081 Structure (13189A) Sta. 28+15 to Sta. 33+75 Bridge No. 13189A					
	Final Contract Payment summary	Lump Sum			$149,532.57	
	Roadway					
	Final Contract Payment Summary	Lump Sum			$ 53,553.73	
SFO #1	Permanent Pavement Striping (State)	All Required			622.68	
	TOTAL PARTICIPATING ROADWAY				**$ 54,176.41**	
	TOTAL PARTICIPATING CONSTRUCTION				**$203,708.98**	
	Construction Engineering					
	Liquidated Damages	Lump Sum			$ (300.00)	
	State	All Required			26,666.41	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 26,366.41**	
	TOTAL PARTICIPATING PROJECT COST				**$230,075.39**	
	Non Participating Project Cost					
	Final Contract Payment Summary					
	Time Extension	Lump Sum			$ 300.00	
	Interest on Final Payments	All Required			285.66	
	Construction Engineering	All Required			32.56	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 618.22**	
	TOTAL PROJECT COST				**$230,693.61**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 4/24/87.					
	AMOUNT CARRIED FORWARD					

```
                              JOB COST SUMMARY RUN ON
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 06/20/87

                                             CREW   MSA          CURRENT          BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--          ------ -------- ---------- ------ -----          -------          ----------
C09916      000                504        1000                                      40.89
OBJ-DETAIL 504                                                                      40.89

C09916      000                550        8200                                      28.00
C09916      000                550        8214                                      12.00
C09916      000                550        8215                                      28.00
OBJ-DETAIL 550                                                                      68.00

C09916      000                555        0521                                      12.65
C09916      000                555        0522                                       1.58
OBJ-DETAIL 555                                                                      14.23

ACTIVITY                                                                           123.12 SU

C09916      000      010       001        0813                                     136.30
C09916      000      010       001        0821                                     223.81
C09916      000      010       001        6023                                     269.46
OBJ-DETAIL 001                                                                     629.57

ACTIVITY    010                                                                    629.57 SU

C09916      000      159       001        1047   SF                                169.57
OBJ-DETAIL 001                                                                     169.57

C09916      000      159       030        1047   SF                                161.06
OBJ-DETAIL 030                                                                     161.06

C09916      000      159       440        1047   SF                                136.05
OBJ-DETAIL 440                                                                     136.05

C09916      000      159       549        1047   SF
OBJ-DETAIL 549

C09916      000      159       550        1047   SF                                156.00
OBJ-DETAIL 550                                                                     156.00

ACTIVITY    159                                                                    622.68 SU

C09916      000      900       001        1083                                     506.18
C09916      000      900       001        1094                                     128.04
C09916      000      900       001        8026                                   6,430.97
OBJ-DETAIL 001                                                                   7,065.19

C09916      000      900       030        8026                                   3,116.09


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N ON
IL CREW-NUMBER
 LOADED
 06/20/87

            CURRENT          BALANCE TO
D            MONTH              DATE
-           -------          ----------
                                  40.89
                                  40.89

                                  28.00
                                  12.00
                                  28.00
                                  68.00

                                  12.65
                                   1.58
                                  14.23

                                 123.12 SUBTOTAL

                                 136.30
                                 223.81
                                 269.46
                                 629.57

                                 629.57 SUBTOTAL

                                 169.57
                                 169.57

                                 161.06
                                 161.06

                                 136.05
                                 136.05



                                 156.00
                                 156.00

                                 622.68 SUBTOTAL
                                 506.18
                                 128.04
                               6,430.97
                               7,065.19

                               3,116.09



S
```

```
PAGE    62

                                   JOB COST SUMMARY RUN ON
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                  PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 06/20/87

                                            CREW    MSA            CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH             DATE
--        ------ -------- ---------- ------ -----          -------         ----------
OBJ-DETAIL 030                                                               3,116.09

C09916    000      900       260        8026                                   450.80
OBJ-DETAIL 260                                                                 450.80

C09916    000      900       548        8026                                   224.40
OBJ-DETAIL 548                                                                 224.40

C09916    000      900       550        1094                                    20.00
C09916    000      900       550        8026                                    50.48
OBJ-DETAIL 550                                                                  70.48

C09916    000      900       551        1094                                   409.00
OBJ-DETAIL 551                                                                 409.00

ACTIVITY    900                                                             11,335.96 SU

C09916    000      901       001        7331                                    74.60
C09916    000      901       001        7364                                    17.68
OBJ-DETAIL 001                                                                  92.28

ACTIVITY    901                                                                 92.28 SU

C09916    000      920       001        0631                                    38.94
OBJ-DETAIL 001                                                                  38.94

ACTIVITY    920                                                                 38.94 SU

C09916    000      940       001        8214                                   337.74
C09916    000      940       001        8221                                    40.98
C09916    000      940       001        8240                                    85.92
OBJ-DETAIL 001                                                                 464.64

C09916    000      940       551        8026                                   182.00
C09916    000      940       551        8214                                   151.00
C09916    000      940       551        8215                                    88.00
OBJ-DETAIL 551                                                                 421.00

ACTIVITY    940                                                                885.64 SU

SUB-JOB     000 SUBTOTAL                                                    13,728.19

C09916    001                306        8026

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
SUMMARY RUN ON
Y/OBJ-DETAIL CREW-NUMBER
HARGES ARE LOADED
CURRENT TO 06/20/87

CREW   MSA           CURRENT        BALANCE TO
UMBER FIELD           MONTH            DATE
----- -----          -------        ----------
                                      3,116.09

026                                     450.80
                                        450.80

026                                     224.40
                                        224.40

094                                      20.00
026                                      50.48
                                         70.48

094                                     409.00
                                        409.00

                                     11,335.96 SUBTOTAL

331                                      74.60
364                                      17.68
                                         92.28

                                         92.28 SUBTOTAL

531                                      38.94
                                         38.94

                                         38.94 SUBTOTAL

214                                     337.74
221                                      40.98
240                                      85.92
                                        464.64

026                                     182.00
214                                     151.00
215                                      88.00
                                        421.00

                                        885.64 SUBTOTAL

                                     13,728.19

026

PENDITURES
```

```
                            JOB COST SUMMARY RUN ON
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 06/20/87

                                     CREW   MSA        CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--       ------ -------- ---------- ------ -----       -------       ----------
OBJ-DETAIL 306

C09916   001             349        8026                                285.66
OBJ-DETAIL 349                                                          285.66

ACTIVITY                                                                285.66 SU

SUB-JOB    001 SUBTOTAL                                                 285.66

C09916   010                        8026                                 32.56 **
OBJ-DETAIL                                                               32.56

C09916   010             300        8026                                300.00
OBJ-DETAIL 300                                                          300.00

C09916   010             304        8026
OBJ-DETAIL 304

ACTIVITY                                                                332.56 SU

SUB-JOB    010 SUBTOTAL                                                 332.56

C09916   011                        8026                            108,725.74 **
OBJ-DETAIL                                                          108,725.74

C09916   011             199        8026                                  1.38
OBJ-DETAIL 199                                                            1.38

C09916   011             300        0100                             26,237.85
C09916   011             300        8026                             81,577.47
OBJ-DETAIL 300                                                      107,815.32

C09916   011             304        8026
OBJ-DETAIL 304

ACTIVITY                                                            216,542.44 SU

C09916   011    900      030        8026                               -195.24
OBJ-DETAIL 030                                                         -195.24

ACTIVITY 900                                                           -195.24 SU

SUB-JOB    011 SUBTOTAL                                             216,347.20


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N ON
IL CREW-NUMBER
 LOADED
 06/20/87

             CURRENT          BALANCE TO
D             MONTH              DATE
-            -------          ----------


                                  285.66
                                  285.66

                                  285.66 SUBTOTAL

                                  285.66

                                   32.56 ***
                                   32.56

                                  300.00
                                  300.00



                                  332.56 SUBTOTAL

                                  332.56

                              108,725.74 ***
                              108,725.74

                                    1.38
                                    1.38

                               26,237.85
                               81,577.47
                              107,815.32



                              216,542.44 SUBTOTAL

                                 -195.24
                                 -195.24

                                 -195.24 SUBTOTAL

                              216,347.20



S
```

```
                                    JOB COST SUMMARY RUN ON
                            EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                   PAYROLL CHARGES ARE LOADED
                                 CHARGES ARE CURRENT TO 06/20/87

                                                   CREW   MSA         CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----         -------        ----------
EA          C09916 TOTAL                                                  230,693.61


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

9716

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-27-87

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon Post Final

FEDERAL AID PROJECT NO. BROS-3400(10)

PROGRAM APPROVED

VOUCHER PERIOD From: 11/09/83 To: 10/02/84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
27,916.48	27,873.70	80%	22,298.96	22,298.96	-0-

117

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ________ 4/29/87

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	GALES CREEK (RITCHEY RD.) BRIDGE SECTION COUNTY ROAD IN WASHINGTON COUNTY					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$27,873.70	
	TOTAL PARTICIPATING PROJECT COST				$27,873.70	
	Non Participating Project Cost					
	State	All Required			$ 42.78	
	TOTAL PROJECT COST				**$27,916.48**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 4/23/87.					
	AMOUNT CARRIED FORWARD					

```
                          JOB COST SUMMARY RUN ON
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 06/20/87

                                              CREW   MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--          ------ -------- ---------- ------ -----         -------        ----------
C2341918 000    900      030        8026                                    195.24
OBJ-DETAIL 030                                                              195.24

ACTIVITY    900                                                             195.24 SU

SUB-JOB     000 SUBTOTAL                                                    195.24

C2341918 010                        0100                                     42.78 **
OBJ-DETAIL                                                                   42.78

ACTIVITY                                                                     42.78 SU

SUB-JOB     010 SUBTOTAL                                                     42.78

C2341918 011                        0100                                 27,678.46 ***
OBJ-DETAIL                                                               27,678.46

ACTIVITY                                                                 27,678.46 SU

SUB-JOB     011 SUBTOTAL                                                 27,678.46

EA          C2341918 TOTAL                                               27,916.48


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N ON
IL CREW-NUMBER
 LOADED
 06/20/87

            CURRENT        BALANCE TO
             MONTH            DATE
            -------        ----------
                              195.24
                              195.24

                              195.24 SUBTOTAL

                              195.24

                               42.78 ***
                               42.78

                               42.78 SUBTOTAL

                               42.78

                           27,678.46 ***
                           27,678.46

                           27,678.46 SUBTOTAL

                           27,678.46

                           27,916.48
```

9916 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Washington	**DIVISION** Oregon
DATE OF REPORT SEP 10 '86	**REPORT MADE BY** C. O. Fredrickson, Construction Engineer		**PROJECT NO.** BROS-3400(13)
COMPLETION DATE (Actual) August 22, 1985	**ACCEPTANCE DATE BY CONRTACT AGENCY** March 11, 1986	**TIME ELAPSED** 100 %	**CONTRACT TIME** August 22, 1985

LOCATION
Gales Creek (Ritchey Road) Bridge Section of a County Road in Washington County just west of Forest Grove.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
SEP 26 '86
REFER TO Fredrickson
FOR

Inf	Inv	R/D	O/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

cy 9/29

1. Description of Improvement as Programed:

   A. Roadbed and pavement construction.

   B. Guard rail construction.

   C. Removal of existing bridge.

   D. Construction of Bridge No. 13189A over Gales Creek.
   Length: 85 ft. Roadway Width: 31 ft. 3 in.

   E. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Holm II, Inc.

3. Contract Amount: $203,086.30

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE (SHD Official) C. O. Fredrickson

TITLE Const. Engr.

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE Thomas P Lowe		**SIGNATURE** G. K. Hassner	
TITLE Area Engineer	**DATE** 9/24/86	**TITLE** District Engineer A	**DATE** 9/26/86

7716 N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7-438	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2	7-30-86	Project Number BROS-3400(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 30, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 232,504.00	$ 231,254.00
Federal funds	$ 186,003.00	$ 185,003.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of JUL, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon July 24, 1986

Federal-Aid Project No. BROS-3400(13)

Gales Creek (Ritchey Rd.) Bridge Section
County Road
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure No. 13189A (Sta. 28+15 to 33+75)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
3/4"-0 Aggregate in Prime Coat	$ 66.00	3	$ 200.00	0	$ 0.00	
MC-250 Asphalt in Prime Coat	350.00	3	1,050.00	0	0.00	
			$ 1,250.00		$ 0.00	
					Decrease	$ 1,250.00
Subtotal from previous Estimate of January 23, 1986						232,504.00
					Total	$231,254.00

Length of Project ------------------- 0.071 miles

SUMMARY OF FUNDS

Description	Appn Code	Group	Total Cost	Federal Funds	County Funds
Structure	117	80%	$231,254.00	$185,003.00	$46,251.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09916
Prefix: C234-1918
Prefix: C09916

DDB:me

9916

STATE COPY

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
1-107

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-27-86

State
Oregon

County
Washington

Project Number
BROS-3400(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 30, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 227,053.00	$ 232,504.00
Federal funds	$ 181,642.00	$ 186,003.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of JAN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 23, 1986

FEDERAL AID PROJECT NO. BROS-3400(13)

GALES CREEK (RITCHEY ROAD) BRIDGE SECTION
COUNTY ROAD
WASHINGTON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE (13189A) STA. 28+15 TO STA. 33+75)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Loose Riprap, Class 700 (PA #1A)	$ 12.25	---	$ ---	445	$ 5,451.25	
					$ 5,451.25	
					Increase	$ 5,451.25
		Subtotal from estimate of Nov. 26, 1984				200,046.50
					Subtotal	$ 205,497.75
					Engineering	27,006.25
					Total	$ 232,504.00

Length of Project	0.071 miles
Federal Funds (80%)	$ 186,003.00
County Funds	46,501.00
Total	$ 232,504.00

Group 1:100%
Contract No. 9916
Prefix: 234-1918 (P.E.)
Prefix: C09916 (Const.)
Appn Code: 117

RLC:bkb

[illegible]

TO BE COMPLETED BY FHWA		
12-12	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Washington PROJECT NO. BROS-3400(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Gales Creek Bridge (Ritchey Road)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-3-84	0.071
OTHER *(Specify)*		

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 227,053.00	$ 181,642.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)
By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 11/30/84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 26, 1984

Federal Aid Project No. BROS-3400(13)

Gales Creek (Ritchey Road) Bridge Section
County Road
Washington County

PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
Structure (13189A) Sta. 28+15 to Sta. 33+75

Mobilization	Lump Sum	All	Lump Sum	$ 13,081.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,500.00
Temporary Signs	Sq. Ft.	342	6.00	2,052.00
Temporary Barricades	Each	2	40.00	80.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	75	10.00	750.00

ROADWORK

Clearing and Grubbing	Lump Sum	All	Lump Sum	1,800.00
Embankment in Place	Cu. Yd.	740	8.00	5,920.00
Toe Trench Excavation	Cu. Yd.	140	5.00	700.00
1"-0 Aggregate Base	Ton	1,350	8.30	11,205.00
Class "C" Asphalt Concrete	Ton	400	34.40	13,760.00
3/4"-0 Aggregate in Prime Coat	Cu. Yd.	15	66.00	990.00
MC-250 Asphalt in Prime Coat	Ton	3	350.00	1,050.00
Guard Rail, Type 2A	Lin. Ft.	488	14.00	6,832.00
Guard Rail, Type 3	Lin. Ft.	100	21.00	2,100.00
Guard Rail Anchors, Type 1	Each	4	325.00	1,300.00
Rail End Pieces, Type C	Each	4	100.00	400.00
Type 1 Fence	Lin. Ft.	75	10.00	750.00
Extra for Asphalt Approaches	Each	4	200.00	800.00
Loose Riprap, Class 50	Cu. Yd.	5	20.00	100.00
Loose Riprap, Class 700	Cu. Yd.	353	16.00	5,648.00
Filter Blanket	Cu. Yd.	73	10.00	730.00
Delineators, Type 4	Each	4	15.00	60.00

STRUCTURES
Bridge No. 13189A

Bridge Removal Work	Lump Sum	All	Lump Sum	2,300.00
Structure Excavation	Cu. Yd.	114	9.00	1,026.00
Special Wall Backfill	Cu. Yd.	48	10.00	480.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	14,600.00

Furnish HP 12 x 53 Steel Piling	Lin. Ft.	1,089	8.50	9,256.50
Drive Steel Piles	Lin. Ft.	1,089	1.00	1,089.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	18,200.00
Reinforcement	Lump Sum	All	Lump Sum	3,735.00
85'/90' Prestressed Box Beams	Each	8	7,665.50	61,324.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	142	54.00	7,668.00
Metal Rail with Tubing	Lin. Ft.	162	40.00	6,480.00
				$ 197,766.50

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,680.00
Roadside Seeding & Mulching	All Required	600.00
		$ 2,280.00
	SUBTOTAL	$ 200,046.50
	Engineering	27,006.50
	TOTAL	$ 227,053.00

Length of Project --------------- 0.071 miles

Federal Funds (80%)	$ 181,642.00
County Funds	45,411.00
TOTAL	$ 227,053.00

Group 1: 100%
Contract No. 9916
Prefix: 234-1918 (P.E.)
234-1016 (Const.)
Appn. Code: 117

WH:me

April 2, 1986

CON 5 - #9916

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9916 awarded to Holm II, Inc. for work on the Gale Creek Bridge Section of Ritchey County Road in Washington County was completed on November 12, 1985, and accepted by the State Highway Division on March 11, 1986.

Final payment in the amount of $5,266.01 will be released to the contractor after April 7, 1986. The total contract amount is $203,086.30 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Holm II, Inc.
P.O. Box 453
Stayton, OR 97383

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9916 3-31-86

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

1

Payable to: Holm II Inc
PO Box 453
Stayton OR 97383

Project No.:
Hwy. Agr. No.:
Contract No.: 9916
Project:
Estimate No.: 9 Final
Period Covered:
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	5000.00		5000.00
	Interest on 5266.01 from 12/12/85 - 3/31/86 110 days @ 2.5969 /day =	285.66		285.66
	Retainage admin	<100.00>		<100.00>
	Interest earned in bank	398.02		398.02
	Totals			
	Retained 0 %			
	Total Payments	55 83.68		5583.68

Approved by:

Prepared by: J Peterson

Common Data Elements

Doc. No. RW C09916

03 26 86
Month Day Year

Agency 02 Vendor # 0000962841 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	259	C09916	000	8026					5000.00	C09916		
02	223	↓	001	↓	349				285.66			
03	424		001		306				<100.00>			
04	339		000						398.02			
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

```
                                   OREGON DEPARTMENT OF TRANSPORTATION                                             03/28/86
                                            HIGHWAY DIVISION
   1      CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                             PAGE:   1
```

CH C182   3/28/86

```
/RACT NUMBER:  C09916          ESTIMATE NUMBER: 009          HOLM II, INC.

                                  CONTRACT            LIQUIDATED              RETAINAGE            FORCE ACCOUNT          NE
UMBER       NUMBER                PAYMENT               DAMAGE                                        AMOUNT

AMOUNT TO DATE:                 203,086.30                 0.00               5,000.00                 0.00               1
PRIOR AMOUNT:                   202,820.29                 0.00               5,000.00                 0.00               1

PRESENT AMOUNT:                     266.01                 0.00                   0.00                 0.00

A-          SUB-                  CONTRACT            LIQUIDATED              RETAINAGE            FORCE ACCOUNT          NE
UMBER       NUMBER                PAYMENT               DAMAGE                                        AMOUNT

C099        011                     266.01                 0.00                   0.00                 0.00

            TOTAL:                  266.01                 0.00                   0.00                 0.00
```

E.L. HARDT

```
   OREGON DEPARTMENT OF TRANSPORTATION                                      03/28/86
          HIGHWAY DIVISION
RACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE       PAGE:   1
3/28/86
09916        ESTIMATE NUMBER: 009          HOLM II, INC.

      CONTRACT          LIQUIDATED          RETAINAGE        FORCE ACCOUNT          NETPAY
      PAYMENT             DAMAGE                                AMOUNT

        203,086.30             0.00           5,000.00              0.00         198,086.30
        202,820.29             0.00           5,000.00              0.00         197,820.29

            266.01             0.00               0.00              0.00             266.01

      CONTRACT          LIQUIDATED          RETAINAGE        FORCE ACCOUNT          NETPAY
      PAYMENT             DAMAGE                                AMOUNT

            266.01             0.00               0.00              0.00             266.01

            266.01             0.00               0.00              0.00             266.01

HRDT
```

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY WASHINGTON		CONTRACT NO. C09916	ESTIMATE NO. 9
HIGHWAY COUNTY ROAD		FEDERAL AID PROJECT NO. BROS3400013	
SECTION GALES CREEK (RITCHEY ROAD) BRIDGE			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOU
001	11 MOBILIZATION						
002	11 TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	13081.0000	100.000	13081.00		13081.
003	11 TEMPORARY SIGNS	LUMP SUM	1500.0000	100.000	1500.00	A	1500.
004	11 TEMPORARY BARRICADES	SQ FT	6.0000	306.300	1837.80		1837.
005	11 TEMPORARY CONCRETE BARRIERS REFLEC	EACH	40.0000	2.000	80.00		80.
006	11 CLEARING AND GRUBBING	LIN FT	10.0000	75.000	750.00		750.
007	11 EMBANKMENT IN PLACE	LUMP SUM	1800.0000	100.000	1800.00		1800.
008	11 TOE TRENCH EXCAVATION	CU YD	8.0000	1,303.300	10426.40		10264.
009	11 1" - 0 AGGREGATE BASE	CU YD	5.0000	153.330	766.65		766.
[illegible]	11 CLASS "C" ASPHALT CONCRETE	TON	8.3000	1,452.820	12058.41		11975.
[illegible]	11 GUARD RAIL TYPE 2A	TON	34.4000	461.380	15871.47		15871.
014	11 GUARD RAIL TYPE 3	LIN FT	14.0000	488.000	6832.00	B	6832.
015	11 GUARD RAIL ANCHORS TYPE 1	LIN FT	21.0000	100.000	2100.00		2100.
016	11 RAIL END PIECES TYPE C	EACH	325.0000	4.000	1300.00		1300.
018	11 EXTRA FOR ASPHALT APPROACHES	EACH	100.0000	4.000	400.00		400.
019	11 LOOSE RIPRAP CLASS 50	EACH	200.0000	4.000	800.00		800.
021	11 FILTER BLANKET	CU YD	20.0000	36.990	739.80		733.
022	11 DELINEATORS TYPE 4	CU YD	10.0000	39.900	399.00		405.
023	11 BRIDGE REMOVAL WORK	EACH	15.0000	4.000	60.00		60.
024	11 STRUCTURE EXCAVATION	LUMP SUM	2300.0000	100.000	2300.00		2300.
025	11 SPECIAL WALL BACKFILL	CU YD	9.0000	149.600	1346.40		1345.
026	11 FURNISHING PILE DRIVING EQUIPMENT	CU YD	10.0000	47.440	474.40		474.
027	11 FURNISH HP 12X53 STEEL PILING	LUMP SUM	14600.0000	100.000	14600.00		14600.
028	11 DRIVE STEEL PILES	LIN FT	8.5000	1,151.000	9783.50	A	9766.
029	11 STRUCTURAL CONCRETE CLASS 3300	LIN FT	1.0000	1,151.000	1151.00		1149.
030	11 REINFORCEMENT	LUMP SUM	18200.0000	100.000	18200.00		18200.
[illegible]	11 4'X85'/90' PRESTRESSED BOX BEAMS	LUMP SUM	3735.0000	100.000	3735.00		3735.
032	11 REINFORCED CONCRETE BRDG END PANELS	EACH	7665.5000	8.000	61324.00		61324.
033	11 METAL RAIL WITH TUBING	SQ YD	54.0000	143.111	7727.99		7727.
		LIN FT	40.0000	162.000	6480.00		6480.

PRICE AGREEMENT ITEMS

DATE 03 28 86 PG. 01 C09916	TOTAL CONTRACT ITEMS	A. 144,371.09 B. 53,553.73
	FORCE ACCOUNT	
ENGINEER OR AUDITOR		

CT PAYMENT VOUCHER

COUNTY: WASHINGTON
CONTRACT NO.: C09916
ESTIMATE NO.: 9
HIGHWAY: COUNTY ROAD
FEDERAL AID PROJECT NO.: BROS3400013
SECTION: GALES CREEK (RITCHEY ROAD) BRIDGE

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE		PREVIOUS AMOUNT	PRESENT AMOUNT
ZATION		LUMP SUM	13081.0000	100.000	13081.00		13081.00	
ARY PROTECTION AND DIRECT TRAFFIC		LUMP SUM	1500.0009	100.000	1500.00		1500.00	
ARY SIGNS		SQ FT	6.0000	306.300	1837.80	A	1837.20	.60
ARY BARRICADES		EACH	40.0000	2.000	80.00		80.00	
ARY CONCRETE	BARRIERS REFLEC	LIN FT	10.0000	75.000	750.00		750.00	
NG AND GRUBBING		LUMP SUM	1800.0000	100.000	1800.00		1800.00	
MENT IN PLACE		CU YD	8.0000	1,303.300	10426.40		10264.16	162.24
ENCH EXCAVATION		CU YD	5.0000	153.330	766.65		766.65	
AGGREGATE BASE		TON	8.3000	1,452.820	12058.41		11975.41	83.00
"C" ASPHALT	CONCRETE	TON	34.4000	461.380	15871.47		15871.47	
RAIL TYPE 2A		LIN FT	14.0000	488.000	6832.00	B	6832.00	
RAIL TYPE 3		LIN FT	21.0000	100.000	2100.00		2100.00	
RAIL ANCHORS	TYPE 1	EACH	325.0000	4.000	1300.00		1300.00	
ND PIECES TYPE C		EACH	100.0000	4.000	400.00		400.00	
FOR ASPHALT	APPROACHES	EACH	200.0000	4.000	800.00		800.00	
RIPRAP CLASS 50		CU YD	20.0000	36.990	739.80		733.80	6.00
BLANKET		CU YD	10.0000	39.900	399.00		405.00	6.00-
ATORS TYPE 4		EACH	15.0000	4.000	60.00		60.00	
REMOVAL WORK		LUMP SUM	2300.0000	100.000	2300.00		2300.00	
URE EXCAVATION		CU YD	9.0000	149.600	1346.40		1345.23	1.17
WALL BACKFILL		CU YD	10.0000	47.440	474.40		474.40	
HING PILE DRIVING	EQUIPMENT	LUMP SUM	14600.0000	100.000	14600.00		14600.00	
H HP 12X53 STEEL	PILING	LIN FT	8.5000	1,151.000	9783.50	A	9766.50	17.00
STEEL PILES		LIN FT	1.0000	1,151.000	1151.00		1149.00	2.00
URAL CONCRETE	CLASS 3300	LUMP SUM	18200.0000	100.000	18200.00		18200.00	
RCEMENT		LUMP SUM	3735.0000	100.000	3735.00		3735.00	
/90' PRESTRESSED	BOX BEAMS	EACH	7665.5000	8.000	61324.00		61324.00	
RCED CONCRETE	BRDG END PANELS	SQ YD	54.0000	143.111	7727.99		7727.99	
RAIL WITH TUBING		LIN FT	40.0000	162.000	6480.00		6480.00	
E AGREEMENT ITEMS								
PG. 01 C09916				TOTAL CONTRACT ITEMS	A. 144,371.09			
					B. 53,553.73			
				FORCE ACCOUNT				

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY		CONTRACT NO. C09916	ESTIMATE NO. 9
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS A
3001A	11 LOOSE RIPRAP CLASS 700	TON	12.2500	445.100	5452.48	)A 545
3002A	11 CONC PRICE REDUCTION	LUMP SUM	291.0000-	100.000	291.00-	2
	ADJUSTMENT ITEMS					
6001A	11 LIQUIDATED DAMAGES	DAY	150.0000-	2.000	300.00-	3
6002A	10 TIME EXTENSION APP 10-3-85	DAY	150.0000	2.000	300.00	3
TypeCode	"P" Construction Cost	"P" Liquidated Damages	"V" Time Extension		Total Cost	
X081	A structure $ 149,532.57	<300.00>		300.00		
X081	B Roadway 53,553.73					
Total Cost	$ 203,086.30	<300.00>		300.00	$ 203,086.30	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 03 28 86 PG. 02 C09916	TOTAL CONTRACT ITEMS	203086.30	2028
A, $ 5161.48			
	FORCE ACCOUNT		
ENGINEER OR AUDITOR E.L. HARDT			

TRACT PAYMENT VOUCHER

COUNTY		CONTRACT NO. C09916	ESTIMATE NO. 9
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
SE RIPRAP CLASS 700	TON	12.2500	445.100	5452.48	)A 5452.48	
C PRICE REDUCTION	LUMP SUM	291.0000-	100.000	291.00-	291.00-	
DJUSTMENT ITEMS						
UIDATED DAMAGES	DAY	150.0000-	2.000	300.00-	300.00-	
E EXTENSION APP 10-3-85	DAY	150.0000	2.000	300.00	300.00	
de "P" Construction Cost	"P" Liquidated Damages		"V" Time Extension	Total Cost		
structure $ 149,532.57	<300.00>		300.00			
ading 53,553.73						
$ 203,086.30	<300.00>		300.00	$ 203,086.30		

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

86 PG. 02 C09916	TOTAL CONTRACT ITEMS	203086.30	202820.29	266.01
A $ 5161.48				
	FORCE ACCOUNT			

L. HARDT

9916

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9916

TO: Robert Gormsen
Manager, Commission Services

DATE: March 11, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9916, On Site Work Substantially Completed August 22, 1985

All Work Completed November 12, 1985

Project Gales Creek (Ritchey Rd.) Bridge

Highway County Road

County Washington

Type of Work Grading, Paving & Structure

Contractor Holm II, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

4-2-86 - Surety letter written.

Wild Rugman

RECEIVED
MAR 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

99 11

October 3, 1985

Holm II, Inc.
P. O. Box 453
Stayton, OR 97383

CON 5

Re: Time Extension Request
Gales Creek (Richey Road) Bridge
Contract No. 9916
FAP No. BROS-3400(13)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional two calendar days is granted due to the change in design of the method of installing the gas line on the structure.

The adjusted contract time of completion on this contract is 122 calendar days, or September 2, whichever comes first. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Bob Shotwell w/att.
FHWA w/att.
Bruce Walton - Note: This extension is FHWA "N-P"

TE/202

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. FREDRICKSON
Construction Engineer

DATE: September 9, 1985

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: GALES CR. (RICHEY RD.) BRIDGE Contract 9916

Enclosed is a request for an extension of time in which to complete work on the project without assessment of liquidated damages. A change in design on the method of installing the gas line on the structure delayed completion of the embankment for three days. I concur in Shotwell's recommendation that a three day time extension be granted.

10-2-85

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 2 C.D. time extension. This will eliminate all liquidated damages on this contract.

D. B. Jackson

ACH/gw
Attachment
cc Bob Shotwell

RECEIVED
[illegible] 10 1985
CONSTRUCTION
SECTION

CE.... CAE.... LS...... TC....
COE.... OM.... SA...... CC....
OE.......... FE...... CP....
CA.......... FQC..........
CAM.......... GCS..........
EEO.......... FILE..........

.1387

9916

N

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
6 CONSTRUCTION AND BRIDGE SECTION

	SECTION Gales Creek (Ritchey Road) Road	WEEK ENDING August 24, 1985
		SECTION PREFIX 234-1016
	HIGHWAY County Road (Ritchey Road)	COUNTY Washington
NAME OF JOB Gales Creek (Ritchey Road) Bridge	KIND OF WORK Grading, Paving & Structure	
CONTRACTOR Holm II, Inc.	CONTRACT NUMBER 9916	FEDERAL AID PROJECT NUMBER BROS-3400(13)
DATE OF CONTRACT November 16, 1984	DATE WORK STARTED April 23, 1985	ESTIMATED COMPLETION DATE August 21, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 5 SUPERVISION: 2	SPECIFIED CALENDAR DAYS 120 or	CALENDAR DAYS USED 122
PROJECT AUTHORIZATION: $227,052.78	SPECIFIED COMPLETION DATE by August 31, 1985	PERCENT OF TIME ELAPSED 102
EXCLUSIVE OF ENGINEERING: $209,048.59	ENGINEERING AUTHORIZATION $18,004.19	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $203,053.73	ENGINEERING COST TO DATE $18,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 2.9 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: August 22, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	Temp. Signs	Piling	End Panels	Box Beams
100	100	100	100	100	100	100	100

	GRADING	Guard Rail	Temp. Barr.	Fence	PAVING
MILES IN PROJECT	0.1	0.1	0.1	0.1	0.1
MILES PARTIALLY COMPLETED	0.1	0.1	0.1	0.1	0.1
MILES COMPLETED	0.1	0.1	0.1	0.1	0.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)	740 CY	588 L.F.	2000 LF	75 LF	400 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,300 CY	588 L.F.	2000 LF	Deleted	461 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,300 CY	588 L.F.	2000 LF	Deleted	461 Ton
AVERAGE DAILY QUANTITIES	0	0	0	0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	6	4.9	16.7	0.6	3.33
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK: Backhoe, trucks, and A/C equip. and misc. tools.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		13189-A						
PERCENT		100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18		1		
MONDAY 19	cloudy	1		
TUESDAY 20	partly cloudy	1		
WEDNESDAY 21	clear-warm	1		
THURSDAY 22	clear	1		Project complete.
FRIDAY		0		
SATURDAY		0		

C ---- CAE ---- RECEIVED LS ---- TC
CE OM ---- SA ---- CC
DE ---- AUG 29 1985 FE ---- C
A ---- PQC ----
CAM CONSTRUCTION QCS ----
EEO ---- SECTION FILE ----

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No Activity. [illegible]
19 MONDAY	A/C pave base and top lift entire project.
20 TUESDAY	Place shoulder rock cut joints at bridge and seal.
21 WEDNESDAY	Set guard rail posts.
22 THURSDAY	Erect guard rail, pour anchors and set delineators. State crew striping. Project complete.
23 FRIDAY	Project has been completed.
SATURDAY	

REMARKS

STATUS: Project is complete. Last report.

SIGNED ______

Robert E. Shotwell, Project Manager

LOCATION
4755 S.W. Watson Ave.
Beaverton, Oregon
97005

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP·F216

9916

6-85

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 281

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	234	1015	940	00	P 1	91.00	2,453.50	2,453.50	85	85
	234	1015	941	00	P 1	12.60	2,545.33	2,545.33	85	85
	234	1015	942	00	P 1	.24	96.73	96.73	85	85
	234	1015	944	00	P 1	64.65	611.07	611.07	84	85
	234	1015	948	00	P 1	.02	64.34	64.34	85	85
			TOT		P1	106,978.89	278,105.50	278,105.50		
			** JOB TOTALS **			106,978.89 **	278,105.50 **	278,105.50 **		
GALES CR(RITCHEY RD)BR	CONT NO 9916 FA PROJ NOS BROS3400013 100								STATE	
	234	1016	201	00	P 1	40,501.14	94,970.98	94,970.98	85	85
	234	1016	296	00	N 9	35,525.28CR	100,453.07CR	100,453.07CR	85	85
	234	1016	297	00	N 9	1,913.14	17,471.79	17,471.79	85	85
	234	1016	298	00	N 9	33,612.14	82,981.28	82,981.28	85	85
	234	1016	900	00	P 1	3,093.32	9,721.55	9,721.55	84	85
	234	1016	920	00	P 1	.12CR	25.70	25.70	84	85
	234	1016	940	00	P 1	56.00	493.70	493.70	85	85
	234	1016	941	00	P 1	64.60	2,271.72	2,271.72	85	85
	234	1016	941	00	N 1		32.56	32.56	85	85
	234	1016	944	00	P 1	4.83CR	1,125.21	1,125.21	84	85
	234	1016	948	00	P 1	.07	116.88	116.88	84	85
			TOT		P1	43,710.18	108,725.74	108,725.74		
			TOT		N1		32.56	32.56		
			** JOB TOTALS **			43,710.18 **	108,758.30 **	108,758.30 **		
SPTC XING-NW GLENCOE RD	CONT NO FA PROJ NOS RRS 000S013 100								STATE	
	234	1022	296	00	N 9		25.20CR	25.20CR	85	85
	234	1022	298	00	N 9		25.20	25.20	85	85
	234	1022	946	00	P 1	2.36	30.36	30.36	85	85
			TOT		P1	2.36	30.36	30.36		
			** JOB TOTALS **			2.36 **	30.36 **	30.36 **		
SW HALL BLVD-SW OAK ST	CONT NO 9085 * FA PROJ NOS XI 9207002 89							XI 9207002 05	STATE	06
	234	1042	201	00	P 1			733,007.91	80	84
	234	1042	201	00	P 8			44,632.25	80	8
	234	1042	201	00	N 1			3,438.85	80	
	234	1042	201	00	N 9			41,021.10	80	84
	234	1042	206	00	N 1			210.25	82	82
	234	1042	206	00	N 8			11.81	82	82
	234	1042	206	00	N 9			14.18	82	82
	234	1042	270	01	P 1			7,362.55	81	84
	234	1042	270	02	P 1			248.29	81	84
	234	1042	296	00	N 9		6,815.49CR	865,623.34CR	80	84
	234	1042	297	00	N 9		6,815.49	53,215.49	80	84
	234	1042	298	00	N 9			758,607.85	80	84
	234	1042	299	00	N 9			53,800.00	81	84
	234	1042	900	00	P 1			96,229.17	80	83

7716

DESCRIPTION	CONT NO	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	234	1915	920	00	P 1	.04CR	8.67	8.67	
	234	1915	932	00	P 1	.69CR	152.47	152.47	
			TOT		P1	.73CR	161.14	252.34	
			XX JOB TOTALS XX			.73CRXX	161.14 XX	252.34 XX	
BNRR @ NW 216TH AVE	CONT NO		FA PROJ NOS RRS 9031001 100						STATE
	234	1916	296	00	N 9		.05	94.50CR	
	234	1916	298	00	N 9		.05CR	94.50	
	234	1916	905	00	P 1			87.61	
	234	1916	920	00	P 1			17.39	
			TOT		P1			105.00	
			XX JOB TOTALS XX			XX	XX	105.00 XX	
BNRR @ SW AVERY ST	CONT NO		FA PROJ NOS RRS 9276001 100						STATE
	234	1917	296	00	N 9		126.56CR	178.75CR	
	234	1917	298	00	N 9		126.56	178.75	
	234	1917	901	00	N 1			101.88	
	234	1917	905	00	P 1		4.25	112.37	
	234	1917	920	00	P 1			17.38	
	234	1917	932	00	P 1	25.40	94.26	94.26	
			TOT		P1	25.40	98.51	224.01	
			TOT		N1			101.88	
			XX JOB TOTALS XX			25.40 XX	98.51 XX	325.89 XX	
GALES CK(RITCHEY RD)BRIDGE	CONT NO		* FA PROJ NOS BROS3400010 100						STATE
	~~234~~	~~1918~~	~~296~~	~~00~~	~~N 9~~		~~9,750.51CR~~	~~26,253.79CR~~	
	~~234~~	~~1918~~	~~297~~	~~00~~	~~N 9~~		~~1,401.24~~	~~4,111.02~~	
	~~234~~	~~1918~~	~~298~~	~~00~~	~~N 9~~		~~8,349.27~~	~~22,142.77~~	
	234	1918	901	00	P 1		202.19	9,805.14 ✓	
	234	1918	905	00	P 1		2,036.74	5,024.86	
	234	1918	905	00	N 1		7.50	7.50	
	234	1918	906	00	P 1			~~184.69~~	To 927
	234	1918	909	00	P 1		34.82	34.82	
	234	1918	914	00	P 1		300.20	300.20	
	234	1918	918	00	P 1		207.66	211.60	
	234	1918	920	00	P 1		167.14	278.14	
	234	1918	921	00	P 1		1,658.73	[illegible]	To 929
	234	1918	922	00	P 1		136.57	136.57	
	234	1918	923	00	P 1		57.78	57.78	
	234	1918	926	00	P 1			2,832.36	
	234	1918	926	00	N 1			35.28	
	234	1918	927	00	P 1		4,224.67	~~5,605.23~~	5789.92
	234	1918	932	00	P 1		67.81	67.81	
	234	1918	933	00	P 1		89.45	145.78	
	234	1918	936	00	P 1		216.15	216.15	
	234	1918	937	00	P 1		511.93	1,078.34	

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                JUNE 1985         PAGE  981

                                                                          FISCAL          GRAND TOTAL
     DESCRIPTION                   PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE      TO DATE
                                234   1918     950     00 P 1                     123.24CR
                                               TOT     P1                       9,788.60         27,678.46
                                               TOT     N1                           7.50             42.78
                                             XX JOB TOTALS XX              XX   9,796.10  XX     27,721.24  XX

  DAIRY CR & BLEDSOE CK BRS     CONT NO    * FA PROJ NOS BROS3400011 100                                      STATE
                                234   1919     296     00 N 9                  31,539.64CR       53,361.52CR
                                234   1919     297     00 N 9                  21,839.23         25,953.53
                                234   1919     298     00 N 9                   9,700.41         27,407.99
                                234   1919     901     00 P 1                     193.12          9,148.43
                                234   1919     905     00 P 1                   2,097.56          6,312.87
                                234   1919     905     00 N 1                       7.50              7.50
                                234   1919     906     00 P 1                                        47.70
                                234   1919     913     00 P 1                                        20.64
                                234   1919     918     00 P 1                                       175.57
                                234   1919     920     00 P 1                     118.51            304.10
                                234   1919     921     00 P 1                   1,297.78          1,297.78
                                234   1919     922     00 P 1                      80.09             80.09
                                234   1919     923     00 P 1                      97.65             97.65
                                234   1919     926     00 P 1                                     4,484.71
                                234   1919     927     00 P 1                   4,520.92          7,715.74
                                234   1919     929     00 P 1                     354.66            354.66
                                234   1919     932     00 P 1                                        15.78
                                234   1919     933     00 P 1                                       180.89
                                234   1919     937     00 P 1                     457.56          4,023.38
                                               TOT     P1                       9,217.85         34,259.99
                                               TOT     N1                           7.50              7.50
                                             XX JOB TOTALS XX              XX   9,225.35  XX     34,267.49  XX

  SPTC @ CIPOLE ROAD            CONT NO      FA PROJ NOS RRP 000S059 100                                      STATE
                                234   1920     296     00 N 9                       2.89CR            2.89CR
                                234   1920     298     00 N 9                       2.89              2.89
                                234   1920     903     00 P 1                       3.21              3.21
                                234   1920     905     00 P 1           3.60        3.60              3.60
                                               TOT     P1               3.60        6.81              6.81
                                             XX JOB TOTALS XX           3.60   XX   6.81  XX          6.81  XX

  SPOE XING @ SW TIEDEMAN AV    CONT NO      FA PROJ NOS RRS 9189001 100                                      STATE
                                234   1941     296     00 N 9                      68.82CR          788.82CR
                                234   1941     298     00 N 9                      68.82            788.82
                                234   1941     901     00 P 1                                        34.08
                                234   1941     905     00 P 1                                        60.19
                                234   1941     911     00 P 1                                       112.82
                                234   1941     914     00 P 1                                       306.40
                                234   1941     932     00 P 1                                       362.98
                                               TOT     P1                                           876.47
                                             XX JOB TOTALS XX              XX             XX        876.47  XX
```

9916

6-85

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 281

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	IPS END
	234	1015	940	00	P 1	91.00	2,453.50	2,453.50	85	85
	234	1015	941	00	P 1	12.60	2,545.33	2,545.33	85	85
	234	1015	942	00	P 1	.24	96.73	96.73	85	85
	234	1015	944	00	P 1	64.65	611.07	611.07	84	85
	234	1015	948	00	P 1	.02	64.34	64.34	85	85
			TOT		P1	106,978.89	278,105.50	278,105.50		
		** JOB	TOTALS **			106,978.89 **	278,105.50 **	278,105.50 **		
GALES CR:RITCHEY RD:BR	CONT NO 9916	FA PROJ NOS BROS3400013 100							STATE	
	234	1016	201	00	P 1	40,501.14	94,970.98	94,970.98	85	85
	234	1016	296	00	N 9	35,525.28CR	100,453.07CR	~~100,453.07CR~~	85	85
	234	1016	297	00	N 9	1,913.14	17,471.79	~~17,471.79~~	85	85
	234	1016	298	00	N 9	33,612.14	82,981.28	~~82,981.28~~	85	85
	234	1016	900	00	P 1	3,093.32	9,721.55	9,721.55	84	85
	234	1016	920	00	P 1	.12CR	25.70	25.70	84	85
	234	1016	940	00	P 1	56.00	493.70	493.70	85	85
	234	1016	941	00	P 1	64.60	2,271.72	2,271.72	85	85
	234	1016	941	00	N 1		32.56	32.56	85	85
	234	1016	944	00	P 1	4.83CR	1,125.21	1,125.21	84	85
	234	1016	948	00	P 1	.07	116.88	116.88	84	85
			TOT		P1	43,710.18	108,725.74	108,725.74		
			TOT		N1		32.56	32.56		
		** JOB	TOTALS **			43,710.18 **	108,758.30 **	108,758.30 **		
EPTC XING-NW GLENCOE RD	CONT NO	FA PROJ NOS RRS 000S013 100							STATE	
	234	1022	296	00	N 9		25.20CR	25.20CR	85	85
	234	1022	298	00	N 9		25.20	25.20	85	85
	234	1022	946	00	P 1	2.36	30.36	30.36	85	85
			TOT		P1	2.36	30.36	30.36		
		** JOB	TOTALS **			2.36 **	30.36 **	30.36 **		
SW HALL BLVD-SW OAK ST	CONT NO 9085 *	FA PROJ NOS XI 9207002 89						XI 9207002 05	STATE	06
	234	1042	201	00	P 1			733,007.91	80	84
	234	1042	201	00	P 8			44,632.25	80	82
	234	1042	201	00	N 1			3,438.85	80	84
	234	1042	201	00	N 9			41,021.10	80	84
	234	1042	206	00	N 1			210.25	82	82
	234	1042	206	00	N 8			11.81	82	82
	234	1042	206	00	N 9			14.18	82	82
	234	1042	270	01	P 1			7,362.55	81	84
	234	1042	270	02	P 1			248.29	81	84
	234	1042	296	00	N 9		6,815.49CR	865,623.34CR	80	84
	234	1042	297	00	N 9		6,815.49	53,215.49	80	84
	234	1042	298	00	N 9			55,607.85	80	84
	234	1042	299	00	N 9			53,800.00	81	84
	234	1042	900	00	P 1			95,223.17	83	83

9916

234-1918

1 ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation: 1-17-85

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITAL BUILDING, SALEM, OR 97310

STATE OREGON	FEDERAL AID PROJECT NO. BROS-3400(10)
PROGRAM APPROVED	VOUCHER PERIOD From: 11-9-83 To: 10-2-84

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$27,713.74	$27,678.46	80%	$22,142.77	$22,142.77	$0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER *Authorized Officer* 1-17-85 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	GALES CREEK (RITCHEY RD.) BRIDGE SECTION COUNTY ROAD IN WASHINGTON COUNTY					
	PRELIMINARY ENGINEERING TYPE CODE PE					
	STATE	ALL REQUIRED			$27,678.46	
	TOTAL PARTICIPATING PROJECT COST				$27,678.46	
	NON PARTICIPATING PROJECT COST					
	STATE	ALL REQUIRED			$ 35.28	
	TOTAL PROJECT COST				$27,713.74	
	PREPARED BASED ON PARTICIPATING COST AS SHOWN ON THE FEDERAL BILLING AS OF 1-10-85.					
	AMOUNT CARRIED FORWARD					

B01
BILLING NUMBER 31

OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

,02/14/85

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
234-1917	1	RRS -9276-001 APPR-138	1,800.00	231.63	129.75	90.00	116.78	116.78		
234-1918	1#	BROS-3400-010 APPR-117	22,142.77	27,721.24	27,678.46	80.00	22,142.77	22,142.77		
234-1919	1#	BROS-3400-011 APPR-117	27,407.99	34,267.49	34,259.99	80.00	27,407.99	27,407.99		
234-1920	1	RRP -000S-059 APPR-139	1,800.00			90.00				
234-1941	1	RRS -9189-001 APPR-138	720.00	876.47	876.47	90.00	788.82	720.00	68.82 B	
234-1955	1	M -0000-004 APPR-W36	66,063.00	76,353.88	75,341.85	85.80	64,643.31	64,643.31		
234-1956	1#	M -9207-001 APPR-W36	76,980.78	90,851.85	89,721.19	85.80	76,980.78	76,980.78		
234-1959	1#	M -9282-002 APPR-W36	224,305.43	263,886.47	261,428.24	85.80	224,305.43	224,305.43		
234-1961	1	RRS -9186-001 APPR-138	450.00	571.38	571.38	90.00	514.24	450.00	64.24 B	
234-1992	1	RRS -A670-001 APPR-138	1,800.00	566.38	256.13	90.00	230.52	230.52		
235-1966	1	BROS-3500-001 APPR-117	16,080.00	15,306.38	15,306.38	80.00	12,245.10	12,162.77		82.33
236-1954	1#	RRO -[illegible]-037 APPR-[illegible]	6,271.20	7,215.95	6,968.00	90.00	6,271.20	6,271.20		
236-1964	1#	SOS -[illegible]-001 APPR-[illegible]	25,594.49	29,840.84	29,840.84	85.77	25,594.49	25,594.49		
236-1987	1	BROS-[illegible]-002 APPR-114	31,200.00	39,696.60	39,696.60	80.00	31,757.28	31,200.00	557.28 B	
301-1961	1#	M -[illegible]-001 APPR-W32	1,130.55	1,381.58	1,381.58	81.83	1,130.55	1,130.55		
301-1967	1#	M -0000-032 APPR-W32	1,488.91	1,688.49	1,688.49	88.18	1,488.91	1,488.91		
301-1993	1	RRS -0005-027 APPR-138	1,800.00			90.00				
302-1938	1#	M -2110-001 APPR-W32	116,003.46	146,932.68	148,360.99	78.19	116,003.46	116,003.46		
302-1939	1#	M -2120-001 APPR-W32	104,551.17	132,384.45	133,714.25	78.19	104,551.17	104,551.17		
302-1941	1#	M -2110-002 APPR-W32	69,394.43	87,474.66	88,751.03	78.19	69,394.43	69,394.43		
302-1959	1#	RRS -2070-002 APPR-138	619.61	762.23	688.45	90.00	619.61	619.61		
302-1960	1	PMS -000S-093 APPR-140	700.00	103.01	103.01	100.00	103.01	103.01		
302-1974	1	RRP -2080-001 APPR-139	1,800.00	101.73	101.73	90.00	91.56	91.56		
302-1977	1	RRS -0005-030 APPR-138	1,800.00			90.00				
302-1978	1	RRS -0005-029 APPR-138	1,800.00			90.00				
303-1901	1#	XI -9665-003 APPR-823	92.22	108.49	108.49	85.00	92.22	92.22		

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JANUARY 1985 PAGE 872

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
			TOT	P1				91.20	
			** JOB TOTALS **			**	**	91.20 **	
BNRR @ NW 216TH AVE	CONT NO		FA PROJ NOS RRS 9031001 100						STATE
	234	1916	296	00 N 9			.05	94.50CR	
	234	1916	298	00 N 9			.05CR	94.50	
	234	1916	905	00 P 1				87.61	
	234	1916	920	00 P 1				17.39	
			TOT	P1				105.00	
			** JOB TOTALS **			**	**	105.00 **	
BNRR @ SW AVERY ST	CONT NO		FA PROJ NOS RRS 9276001 100						STATE
	234	1917	296	00 N 9			64.59CR	116.78CR	
	234	1917	298	00 N 9			64.59	116.78	
	234	1917	901	00 N 1				101.88	
	234	1917	905	00 P 1			4.25	112.37	
	234	1917	920	00 P 1				17.38	
			TOT	P1			4.25	129.75	
			TOT	N1				101.88	
			** JOB TOTALS **			**	4.25 **	231.63 **	
GALES CK(RITCHEY RD)BRIDGE	CONT NO		* FA PROJ NOS BROS3400010 100						STATE
	~~234~~	~~1918~~	~~296~~	~~00 N 9~~		~~2,253.79CR~~	~~9,750.51CR~~	~~26,253.79CR~~	
	~~234~~	~~1918~~	~~297~~	~~00 N 9~~		~~911.02~~	~~1,401.24~~	~~4,111.02~~	
	~~234~~	~~1918~~	~~298~~	~~00 N 9~~		~~1,342.77~~	~~8,349.27~~	~~22,142.77~~	
	234	1918	901	00 P 1	Project manager		202.19	9,805.14	
	234	1918	905	00 P 1	Final Design	2.50CR	2,036.74	5,024.86	
	234	1918	905	00 N 1	" " Non	7.50	7.50	7.50	
	234	1918	906	00 P 1				~~184.69~~	To 927
	234	1918	909	00 P 1	R/W Descriptions		34.82	34.82	
	234	1918	914	00 P 1	Region - Utility Liaison		300.20	300.20	
	234	1918	918	00 P 1	Location		207.66	211.50	
	234	1918	920	00 P 1	Program Section		167.14	278.14	
	234	1918	921	00 P 1	Specifications, No Cost To [illegible]	12.46CR	1,650.[illegible]	1,698.99	
	234	1918	922	00 P 1	Administrative Services		136.57	136.57	
	234	1918	923	00 P 1	Environmental Section		57.78	57.78	
	234	1918	926	00 P 1	Structural Foundation			2,832.36	
	234	1918	926	00 N 1	" "			35.28	
	234	1918	927	00 P 1	Free Bridge Design		4,224.67	~~5,605.27~~	5789.92
	234	1918	932	00 P 1	R/W Utility Engineer		67.81	67.81	
	234	1918	933	00 P 1	Surfacing Design Engineer		89.45	145.78	
	234	1918	936	00 P 1	Region Traffic Engineer		216.15	216.15	
	234	1918	937	00 P 1	Hydraulics		511.93	1,078.34	
	234	1918	950	00 P 1		189.14CR	123.24CR		
			TOT	P1		209.10CR	9,788.60	27,678.46 –	
			TOT	N1		7.50	7.50	42.78	
			** JOB TOTALS **			201.60CR**	9,796.10 **	27,721.24 **	

27,678.46
7,488.91
20,189.55

November 28, 1984

Holm II, Inc.
P. O. Box 453
Stayton, OR 97383

CON 5

#9916

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9916 for work on the Gales Creek Bridge Section of Ritchey County Road in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

sip
Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
D. O. Christensen
Howard Harris

HOLM II, INC.
General Contractors – Bridge Construction
WOMAN OWNED
P.O. Box 453 • Stayton, Oregon 97383 • (503) 769-2649

LINDA HOLM, President
DENNIS HOLM, Vice President

October 30, 1984

Mr. Robert Gormsen
Commission Services
Room 121
Transportation Building
Salem, Oregon 97310

Re: Gales Creek (Ritchey Road) Bridge
Washington County
Bid Date: October 25, 1984
DBE and WBE Goals

Holm II, Inc. intends to use the following two contracting firms to meet the DBE and WBE goals for the above referenced project:

Dirt & Aggregate Interchange, Inc. (DBE)
20905 N.E. Sandy Blvd.
Troutdale, Oregon 97060

Item		Unit	Total
13	Guard Rail T 2A	16.50	8,052.00
14	Guard Rail T 3	23.00	2,300.00
15	Guard Rail Anchors	300.00	1,200.00
16	Rail End Pcs.	90.00	360.00
22	Delineators, T 4	16.00	64.00
			$11,976.00

K-2 Construction Co. (WBE)
P. O. Box 66525
Portland, Oregon 97266

33	Metal Rail	40.00	$ 6,480.00

Respectfully submitted,

Linda Holm

Linda Holm
President
lh

RECEIVED
OCT [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EQUAL OPPORTUNITY EMPLOYER

cc Kay Turner

7716

October 29, 1984

Rick Daniels, Director
Land Use & Transportation
Washington County
150 N. First Avenue
Hillsboro, OR 97124

Dear Mr. Daniels:

Subject: Gales Creek (Ritchey Road) Bridge
Washington County
Project No. BROS-3400(10)

On October 25, 1984 the Highway Division received a satisfactory bid from Holm II, Inc., P.O. Box 453, Stayton, Oregon 97383, for the subject project.

This project is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 8002, the County is requested to deposit their share of the project cost as computed below:

Contractors Bid	$197,766.50
Anticipated Items	2,280.00
SUBTOTAL	$200,046.50
Contingencies (4-1/2%)	9,002.09
Engineering (9%)	18,004.18
TOTAL CONTRACT COST	$227,052.77
Plus P.E. Cost to County	21,000.00
Less Federal Funds (80%)	(198,442.22)
Less County's Previous Advance Deposit	(3,200.00)
COUNTY'S SHARE 20%	$ 46,410.55
COUNTY'S SHARE AND ADVANCE DEPOSIT	$ 46,400.00

WIP. Received 11-15-84 MKS

We will award the contract when we receive your advance deposit in the amount of $46,400, which should arrive no later than November 16, 1984. You may use one of the three options for payment described in the attachments.

Very Truly Yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachments
bcc: w/AD #84-126 Wayne Schulte, Metro/Region
Vern Skoog - Please return completed AD #84-126 when advance deposit is received.

9911

14-1
Gales Cr

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-3400(13)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-5-84

4. PROGRAM NO.:

5. ITEM NO.: 40078

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 9 '84
REFER TO Potter
FOR
Info | R/O | D,R

7. DATE AUTHORIZATION EFFECTIVE: 10/3/84

8. FEDERAL ROUTE NUMBER: Non Federal-aid

9. STATE ROUTE NUMBER: County Raod

10. GENERAL LOCATION:
Gales Creek Bridge #13189-0335-00051 (Ritchey Road) Section

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 10/1/84 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $284,000; Federal Funds $227,200 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 8/30/84 that provisions of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to compley with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

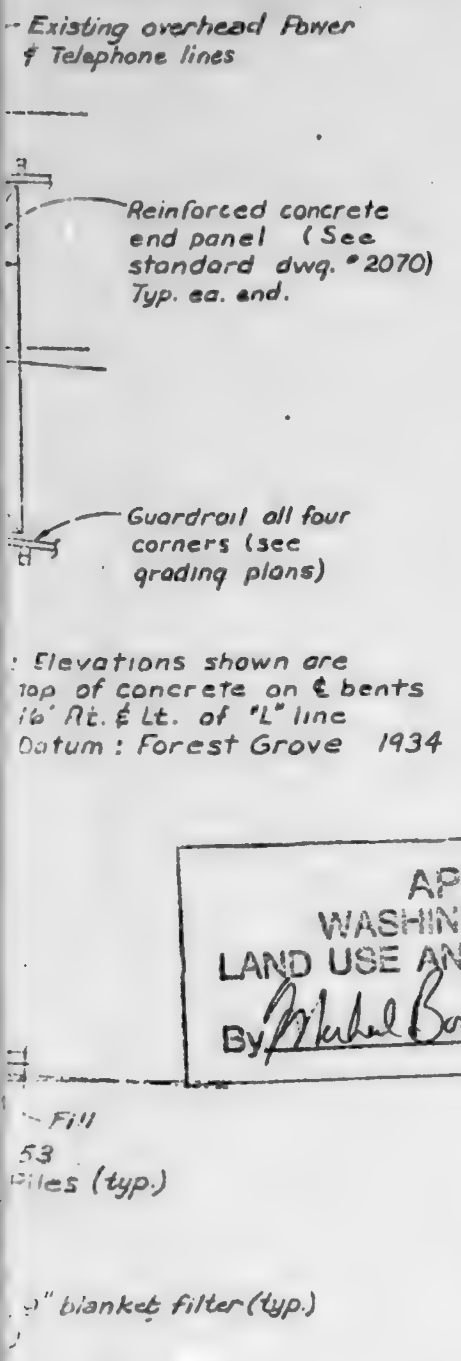
14. DATE: 10/5/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hessner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

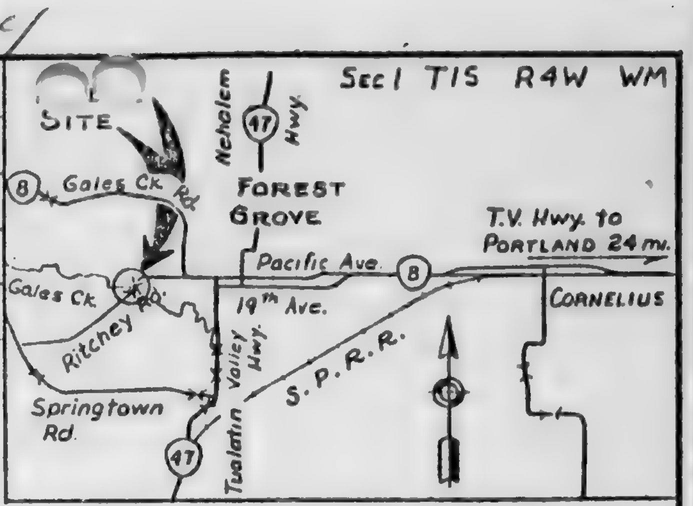
9916 8-27-84



Existing overhead Power & Telephone lines
Reinforced concrete end panel (See standard dwg. # 2070) Typ. ea. end.
Guardrail all four corners (see grading plans)
: Elevations shown are top of concrete on ℄ bents 16' Rt. & Lt. of "L" line
Datum: Forest Grove 1934
Fill
53
Piles (typ.)
" blanket filter (typ.)

HYDRAULIC DATA

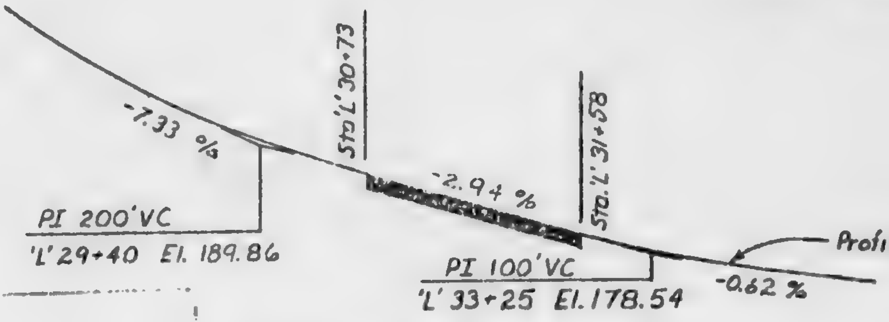
	Design Flood	Flood w/o Floodway
Discharge - cfs.	9910	9910
Frequency - yrs.	100	100
H.W. Elevation - ft.	178.5	177.5



Sec 1 T1S R4W WM
SITE
Nehalem Hwy
47
8
Gales Ck. Rd.
FOREST GROVE
T.V. Hwy. to PORTLAND 24 mi.
Pacific Ave.
8
Gales Ck.
Ritchey Rd.
19th Ave.
CORNELIUS
Tualatin Valley Hwy.
S.P.R.R.
Springtown Rd.
47

VICINITY MAP

No Scale



Sta 'L' 30+73
Sta 'L' 31+58
-7.33 %
-2.94 %
-0.62 %
PI 200' VC
'L' 29+40 El. 189.86
PI 100' VC
'L' 33+25 El. 178.54
Profile @ ℄ 'L'

GRADE LINE DIAGRAM

No Scale

APPROVED
WASHINGTON COUNTY
LAND USE AND TRANSPORTATION
By Michael Bonner Date 8-27-84

GENERAL NOTES

All materials and workmanship shall conform to Standard Specifications for Highway Construction of the Oregon State Highway Division

Bridge designed for HS20-44 loading with an allowance of 25 psf. for future wearing surface and 25 psf for present wearing surface

Concrete members (except prestressed members) designed by Load Factor Design Method

Prestress steel shall be in accordance with detail plans

All other reinforcing steel shall conform to ASTM Specification A615 (S1) grade 60 the following splice lengths shall be used

Bar size	3	4	5	6
Splice length	1'-0"	1'-4"	1'-8"	2'-0"

All bars shall be placed 2" clear of the nearest face of concrete (unless shown otherwise).

Reinforcing steel for walls shall not be fabricated until footing elevations have been determined in the field.

Concrete in prestressed precast units shall be Class 6500 - 1" or 3/4".

All other concrete shall be Class 3300 - 1½" or 1" or 3/4"

All piling shall be HP 12×53 steel driven to a minimum bearing of 70 tons per pile

Prestressed boxes shall be in place with dowels installed prior to backfilling of abutments. Backfill shall be placed such that the depth of fill at one end does not exceed the depth of fill at the other end by more than 2 feet

ADVANCE PLANS
AUG 10 1984
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

mylar

3895
NOV. 4, 1955
WALTER J HART
BRIDGE ENGINEER

6938
JULY 14, 1967
KAMALUDDIN A. KAMADOLI
PRINCIPAL STRUCTURAL DESIGN ENGINEER

APPROVED: P.E.
BRIDGE ENGINEER P.E.
ASST. STATE HIGHWAY ENGINEER
DESIGNED. C. Leegman
DRAWN. C. Leegman, AMT
CHECKED. Glenn Abernathy
REVIEWED
REVIEWED.
CALC BOOK. 1986

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

GALES CREEK (RITCHEY RD) BRIDGE
GALES CREEK (RITCHEY RD) BRIDGE SECTION
RITCHEY ROAD
WASHINGTON COUNTY

PLAN & ELEVATION

ACCOMPANIED BY DWGS. 39796 thru 39798, 38630, 35268, 2070

DATE 8/7/84
BRIDGE NO. 13189A
SHEET 1 OF 7
DRAWING NO. 39795

isting overhead Power
Telephone lines

9916

Reinforced concrete
end panel (See
standard dwg. #2070)
Typ. ea. end.

Guardrail all four
corners (see
grading plans)

Elevations shown are
of concrete on ℄ bents
' Rt. ℄ Lt. of "L" line
tum : Forest Grove 1934

Fill
steel or
nal prestressed
piles

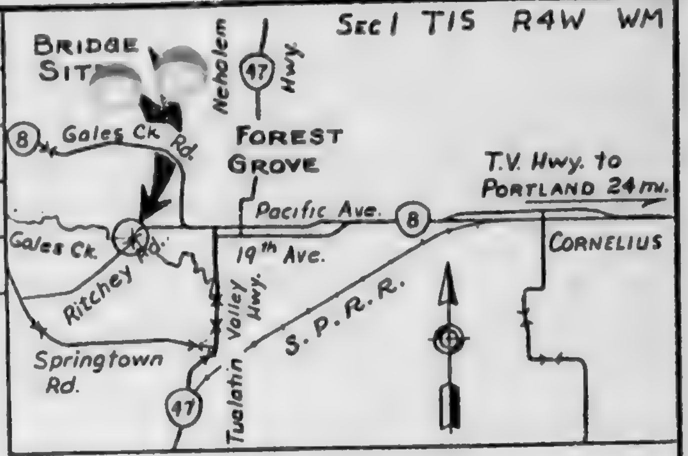
/9" filter, typ.

similar

HYDRAULIC DATA

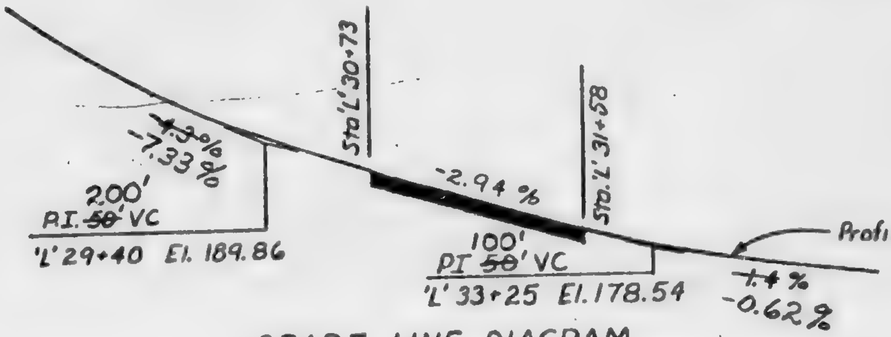
	Design Flood	Flood w/o Floodway
Discharge - cfs.	9910	9910
Frequency - yrs.	100	100
H.W. Elevation - ft.	178.5	177.5

8-2[illegible]


Sec 1 T1S R4W WM
BRIDGE SITE
Nehalem Hwy.
47
FOREST GROVE
8
Gales Ck Rd.
T.V. Hwy. to PORTLAND 24 mi.
Pacific Ave.
8
Gales Ck.
Ritchey Rd.
19th Ave.
CORNELIUS
Tualatin Valley Hwy.
S.P.R.R.
Springtown Rd.
47

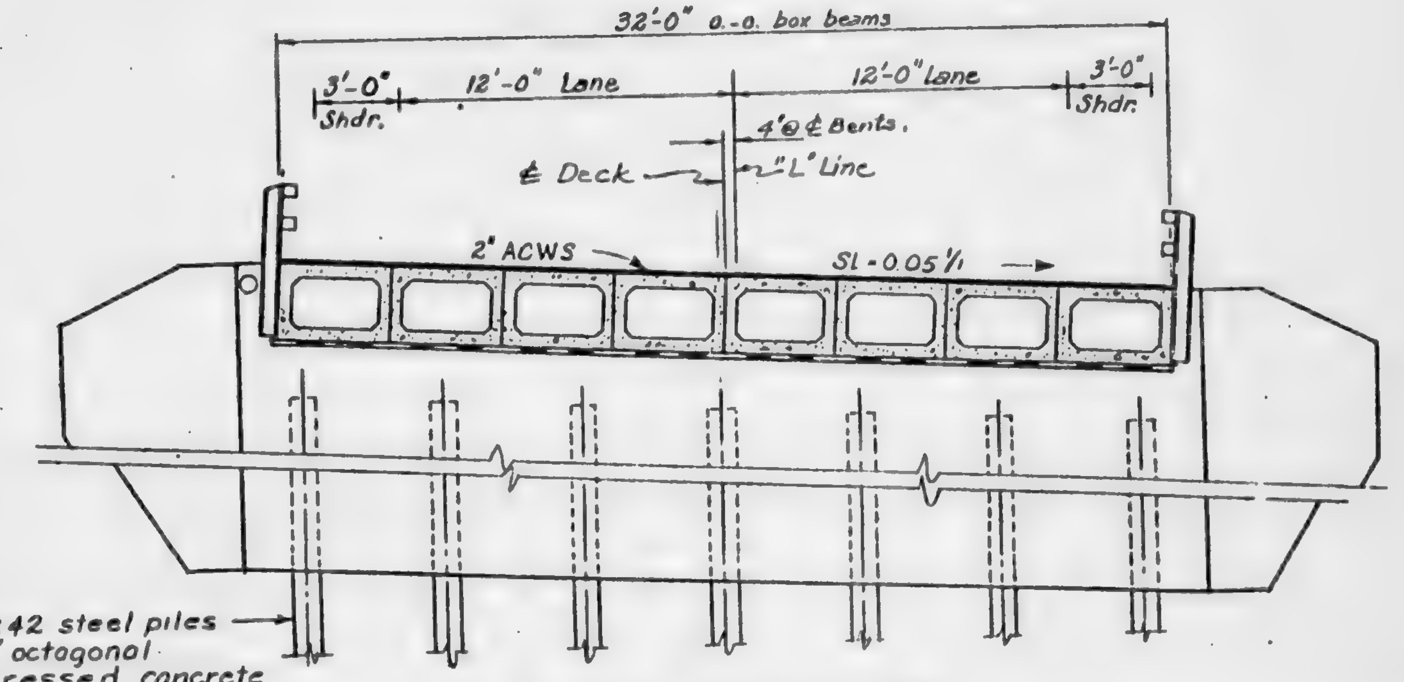
VICINITY MAP

No Scale


Sta.'L' 30+73
Sta.'L' 31+58
~~-4.3%~~
-7.33%
200'
P.I. ~~50~~' VC
'L' 29+40 El. 189.86
-2.94%
100'
PI ~~50~~' VC
'L' 33+25 El. 178.54
~~-1.4%~~
-0.62%
Profile @ ℄ 'L'

GRADE LINE DIAGRAM

No Scale


32'-0" o.-o. box beams
3'-0" Shdr.
12'-0" Lane
12'-0" Lane
3'-0" Shdr.
4'@ ℄ Bents
℄ Deck
"L" Line
2" ACWS
SL - 0.05'/1
HP 10x42 steel piles or 14" octagonal prestressed concrete piles

TYPICAL SECTION

Scale : 1/4" = 1'-0"

APPROVED AS NOTED

Michael A Bonner

For WASHINGTON COUNTY

Date 8-28-84

NOTE
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRWG
FOR EXAMPLE
INDICATED SCALE 1/4" = 1'-0"
SHOULD BE READ 1/8" = 1'-0"
INDICATED SCALE 1" = 10'-0"
SHOULD BE READ 1" = 20'-0"

APPROVED: .... P.E.
BRIDGE ENGINEER .... P.E.
ASST. STATE HIGHWAY ENGINEER
DESIGNED C. Leedham
DRAWN C. Leedham, AMT
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

GALES CREEK (RITCHEY RD) BRIDGE
GALES CREEK (RITCHEY RD) BRIDGE SECTION
RITCHEY ROAD
WASHINGTON COUNTY

PRELIMINARY PLAN & ELEVATION

ACCOMPANIED BY DWGS.

DATE 7/25/84
SHEET 1 OF
BRIDGE NO. 13189 A
DRAWING NO. 39412

9716

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 21, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed by
Max J. Klotz

From: for Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40078
Project No. BROS-3400(13)
Gales Creek (Ritchey Rd.) Bridge Sec.
County Road
Washington County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on September 27, 1984.

DRH:bkb
Attachments
cc: E.L. Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
Mike Shultz w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R2067;

U.S. D

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 8-21-84

CARD 2	REPORT NUMBER (10) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Forest Grove	**ADT**	PRESENT 700 . 85 DHV	FUTURE ----	YEAR ----	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) One Structure	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BROS-	NUMBER 3400

CARD

CLASS OF FEDERAL FUNDS: Bridge Replacement (15% Off System)

NAME OF URBAN AREA: ---

COUNTY NAME: Washington

CODE 067

ROUTE NO.: FEDERAL-AID N Non; STATE Co. Rd.; U.S. ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (30%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X081	(09)	"Gales Creek (Ritchey Rd.) Bridge Sec."	0.071	284,000	227,200		56,800

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.071	284,000	227,200		56,800
1	14	PROGRAM APPROVAL DATES 10-1-83			(10) (23)	(24) (33)		

REMARKS
Additional Data: Item No. 40078;
No. BROS-3400(1

KEY #01751

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

NO.
O.
8-21-84

PROJECT LOCATION (45 typewriter spaces): Co. Rd., Forest Grove

ADT PRESENT: 700 .85 DHV
FUTURE: ----
YEAR: ----
REGION: 10
STATE NAME: Oregon
STATE CODE: 41
APPN CODE: 117
ITEM NO.: 40078

PROPOSED WORK (35 typewriter spaces): Structure
NATL. FOREST:
FH ROUTE NO.:
SUPV AGCY:
DA CLASSIF.:
DA AREA:
EMERG. YR.:
PL. AUTH YR:
PROJECT NUMBER — PREFIX LETTER(S): BROS- NUMBER: 3400 SEQ. NO.: (13)
I. Projects Only — POST MI.: DESIG.:

AL FUNDS: Bridge Replacement (15% Off System)
AREA: ---
COUNTY NAME: Washington CODE: 067
ROUTE NO. N FEDERAL-AID: Non STATE: Co. Rd. U.S.: ---
PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (30%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
	PE								
	ROW								
	CONST (CODE) X081	(09)	"Gales Creek (Ritchey Rd.) Bridge Sec."	0.071	284,000	227,200		56,800	
PARED BY: DRH			PROJECT TOTALS	0.071	284,000	227,200		56,800	

OGRAM APPROVAL DATES: 10-1-83

REMARKS: Additional Data: Item No. 40078; Project No. BROS-3400(10).

KEY #01751

-over

USCOMM DUSCOMM-DC 48905-P61

Gales Creek (Ritchey Rd.) Bridge Section

Remarks Continued:

Project Data: Work under this project consists of 1) construct one reinforced concrete beam structure (Bridge No. 13189A) length 85 ft., HC 31 ft. 3 in.; 2) remove existing bridge; 3) construct approaches requiring grade, drain and H-T pave; 4) adjust utilities as required and 5) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 8002 complying with Section 116, Title 23 USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 1-25-84.

Note: 1) This project is in Congressional District No. 1.
2) Included in the approved replacement inventory with a sufficiency rating of 17.7 (#13189-0335-00051).
3) Included in 6 Yr. HIP on Page 122.

Section Gales Creek (Ritchey Rd.) Bridge Programming Estimate $ 150,000

Highway County Road 8-20-84 Project Length 0.07 miles

9966

County Washington Completion Time 200 Calendar Days

Kind of Work ~~Bridge Replacement~~ Grading, Paving & Structure Est. Comp. Date May 10, 1985

Prefix 234-1918-921 Letting Date Sept. 27, 1984 Project No. BROS-3400

Received 11:50 AM
8-20-84
C.L.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 242,662^{00}

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	1680^{00}	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ______		
Roadside Seeding & Mulching	600^{00}	$ 2280^{00}
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
______		
______		
______		
______		
______		
Adjust Utilities:		
______	-0-	
______		

Subtotal $ 244,942^{00}

Contingencies (4-1/2%) . . . . 11,022^{39}

Engineering (8, [✓ 9], 10%) . . . . 22,044^{78}

Subtotal $

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . . $ 278,009^{17}

APPROVED

______
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Gales Creek (Ritchey Rd.) Bridge		COUNTY Washington		SHEET 1 OF 2
KIND OF WORK Grading, Paving & Structure	KEY NUMBER	LENGTH 0.07 Miles	DATE 8-17-84	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1.	Mobilization		Lump Sum	All	—	19,300^{00}
2.	Temporary Protection and Direction of Traffic		Lump Sum	All	—	3300^{00}
3.	Temporary Signs		Sq. Ft.	342	6^{00}	2052^{00}
4.	Temporary Barricades		Each	2	70^{00}	140^{00}
5.	Temporary Concrete Barriers, Reflectorized		Lin. Ft.	75	16^{00}	1200^{00}
	ROADWORK					
6.	Clearing and Grubbing		Lump Sum	All	—	1500^{00}
7.	Embankment in Place		Cu. Yd.	740	7^{50}	5550^{00}
8.	Toe Trench Excavation		Cu. Yd.	140	8^{00}	1120^{00}
9.	1"-0 Aggregate Base		Ton	1350	9^{00}	12,150^{00}
10.	Class "C" Asphalt Concrete		Ton	400	40^{00}	16,000^{00}
11.	3/4"-0 Aggregate in Prime Coat		Cu. Yd.	15	22^{00}	330^{00}
12.	MC-250 Asphalt in Prime Coat		Ton	3	275^{00}	825^{00}
13.	Guard Rail, Type 2A		Lin. Ft.	488	13^{00}	6344^{00}
14.	Guard Rail, Type 3		Lin. Ft.	100	25^{00}	2500^{00}
15.	Guard Rail Anchors, Type 1		Each	4	325^{00}	1300^{00}
16.	Rail End Pieces, Type C		Each	4	85^{00}	340^{00}
17.	Type 1 Fence		Lin. Ft.	75	10^{00}	750^{00}

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Gales Creek (Ritchey Rd.) Bridge		COUNTY Washington	SHEET 2 OF 4
KIND OF WORK Grading, Paving & Structure	KEY NUMBER	LENGTH 0.07 Miles	DATE 8-14-84
			NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
18.	Extra for Asphalt Approaches		Each	4	175^{00}	700^{00}
19.	Loose Riprap, Class 50		Cu. Yd.	5	30^{00}	150^{00}
20.	Loose Riprap, Class 700		Cu. Yd.	353	20^{00}	7060^{00}
21.	Filter Blanket		Cu. Yd.	73	20^{00}	1460^{00}
22.	Delineators, Type 4		Each	4	15^{00}	60^{00}
	STRUCTURES Bridge No. 13189 A					
23.	Bridge Removal work		Lump Sum	All	—	$10,320^{00}$
24.	Structure Excavation		Cu. Yd.	114	10^{00}	1140^{00}
25.	Special Wall Backfill		Cu. Yd.	48	15^{00}	720^{00}
26.	Furnish Pile Driving Equipment		Lump Sum	All	—	$15,000^{00}$
27.	Furnish HP 12 x 53 Steel Piling		Lin. Ft.	1089	17^{50}	$19,057^{50}$
28.	Drive Steel Piles		Lin. Ft.	1089	1^{50}	1633^{50}
29.	Structural Concrete, Class 3300		Lump Sum	All	—	$20,020^{00}$
30.	Reinforcement		Lump Sum	All	—	4150^{00}
31.	85'/90' Prestressed Box Beams		Each	8	9030^{00}	$72,240^{00}$
32.	Reinforced Concrete Bridge End Panels		Sq. Yd.	142	57^{00}	8094^{00}
33.	Metal Rail with Tubing		Lin. Ft.	162	38^{00}	6156^{00}
						\$$242,662^{00}$

9916 Gates Cr. (Ritchey Rd.) Br. section
Ritchey Road
Washington Co.

8-17-84

Curt Duval
Location Manager

Bridge Plan review of Drawing's No. 39412

Drawing No. 39412
The note: "Existing Pump house" in left hand corner of drawing.
The pump house was being dismantled on July 27, 1984 and they have no plans to replace or relocate pump house.

On the south end of the proposed structure there is a note stating, "Existing overhead Power & telephone lines".
The note should read "Existing telephone cable".
Forest Grove Power and Light removed power between Pole No. 39 (north side) and Pole No. 40 (south side) in order to Clear site for pile driving.
Power lines were removed prior to Aug. 9, 1984.
I do not Know of any other Correction's or revision's at this time

Returning 1-Set of reduced drawings with corrections.

CC: File

Darrel E. Coy for
Richard Fleming

9916

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: August 13, 1984

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM: Frank E. Terpin
Location Engineer

Frank E. Terpin

SUBJECT: General Permit for Fills in Navigable Waters

Section: Gales Creek Bridge
Highway: Richey Road (County Road)
County: Washington

This letter, with the enclosed document and plan sheets, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

This project is for the replacement of an existing deteriorating timber pile bridge. The new proposed bridge will be a single-span concrete bridge supported at each end by piling topped with a concrete cap. Loose riprap with a filter blanket will be placed under the southerly end of the bridge on the slope for erosion control. The northerly slope under the bridge will not be exposed to the higher velocities and will not need riprap; however, it has been recommended that if backfill is needed, clean granular material will be used. There will be approximately 400 cubic yards of riprap and approximately 100 cubic yards of filter blanket material.

If additional information is needed, please contact Donald E. Keyes, Location Unit, Room 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

RECEIVED
ROAD DESIGN SECTION

Versteeg
Anderson
cy Adams
cy [illegible]
Edwards
Terpin
L Trout
Wakerlig

Do Not File
Return
Bring Up ..../..../....
Action

Attachments
cc D. E. Wilken w/o attach
J. H. Versteeg "
W. J. Hart "
C. M. Gilmour "
D. E. Keyes w/attach

Form 734-3122

9916

BROS-3450(10)

STATE OF OREGON

INTEROFFICE MEMO

DES 23
13189A

TO: E. L. Hardt
Metro Region Engineer

DATE: August 10, 1984

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRA

SUBJECT:

Gales Creek(Ritchey Rd.)Br. 13189A
Gales Creek (Ritchey Rd.) Bridge Section
Ritchey Rd.
Washington County

Attached are two reduced prints of Drawings 39795 thru 39798 which are the advance detail drawings for this structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 82,000
Structure	170,400
Engineering & Contingencies 20%	54,500
Total	$302,900

It is planned to call for bids on this section on September 13, 1984.

Please make a field review and return one set by August 17, 1984 with your comments and corrections noted.

CRL:smd

Attachments

cc Larry Rice, Public Works Director /w/ 2 sets
H. A. Schell, FHWA, /w/ 2 sets
Specs Unit /w/ 1 set plus estimate sheet and designer's notes.
Construction /w/ 1 set
Utility Unit /w/ 1 set
Metro Utilities Engineer (Dick Flemming) /w/ 1 set
~~Program~~ Program Section
Road Design /w/ 1 set
Howard Harris /w/ 1 set

PROGRAM SECTION

AUG 13 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO LOC GOV. MIKE
Circle one R/D D/R
Act Disc Info File

7116

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. L. Hardt
Metro Engineer

DATE: August 1, 1984

ORIGINAL SIGNED
K. A. KAMADOLI

FROM: Kamal Kamadoli
Principal Structural Design Engineer

ATTN: Wayne Schultie
Region Fed. Aid. Engr.

SUBJECT: Gales Creek (Ritchey Rd) BR 13189A
Gales Creek (Ritchey Rd) Br
Ritchey Rd Washington County

Attached are four reduced prints of Drawings 39412 and 39360 which are the preliminary plan and elevation and vicinity map for this structure.

Note that concrete bridge approach panels have been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 81,200
Structures	164,200
Engineering and Contingencies	49,100
TOTAL	$ 294,500

Please use thes prints to obtain the approval of Washington County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on the project on September 13, 1984.

CRL:dsb

Attachments

cc: H. A. Schell, FHWA, /w/ 1 set and 2 copies of Hydraulics and Foundation Reports.
Road Design /w/ 1 set
Program Section /w/ 1 set
Enviroment (M. Banks) /w/ 1 set
Metro Utilities Engineer (Dick Flemming) /w/ 1 set

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
AUG 2 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Shultz
FOR Info

81-125-1367

9716

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2034
Washington

Attention: Right-of-way Section 7-17-84

Subject: Federal Aid Project No. BROS-3400(10) Prefix 234-1918

Project Name Gales Cr. (Ritchey Rd.) Br. # 13189

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
AUG 14 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/E
Act Disc Info File

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Hillsboro, Oregon, this 17th day of July, 1984

County of Washington

~~County Judge~~/Chairman

APPROVED WASHINGTON COUNTY
BOARD OF COMMISSIONERS
MINUTE ORDER # 84-288
DATE 7-17-84
BY Marilyn R.
CLERK OF THE BOARD

Certified By:
Kenneth Rolfe
Regional Right-of-Way Supervisor
Date 8-8-84

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

C.ON 19-1
Gales Cr.

rll

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3400(10)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40078

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/18/84
8. FEDERAL ROUTE NUMBER Non Federal-aid
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Gales Creek (Ritchey Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 6/5/84 I approve the revised Preliminary Engineering costs to a TEC of $26,000; Federal Funds $20,800.

(Increase TEC $5,000; Federal Funds $4,000)

RECEIVED
STATE HWY ENGR
JUN 22 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
6/20

14. DATE 6/18/84
15. SIGNATURE OF APPROVING OFFICIAL G K Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9916 5-31-84

OF OREGON
F TRANSPORTATION
HWAY DIVISION

PROPOSED PROJECT

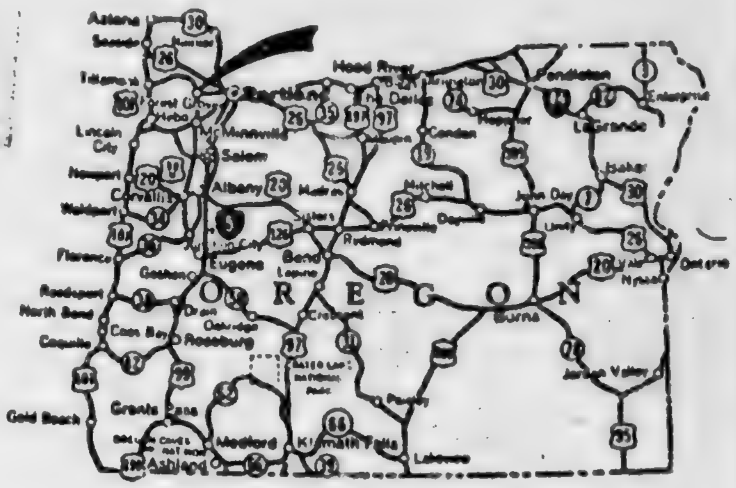
PRELIMINARY COPY
MAY 14 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

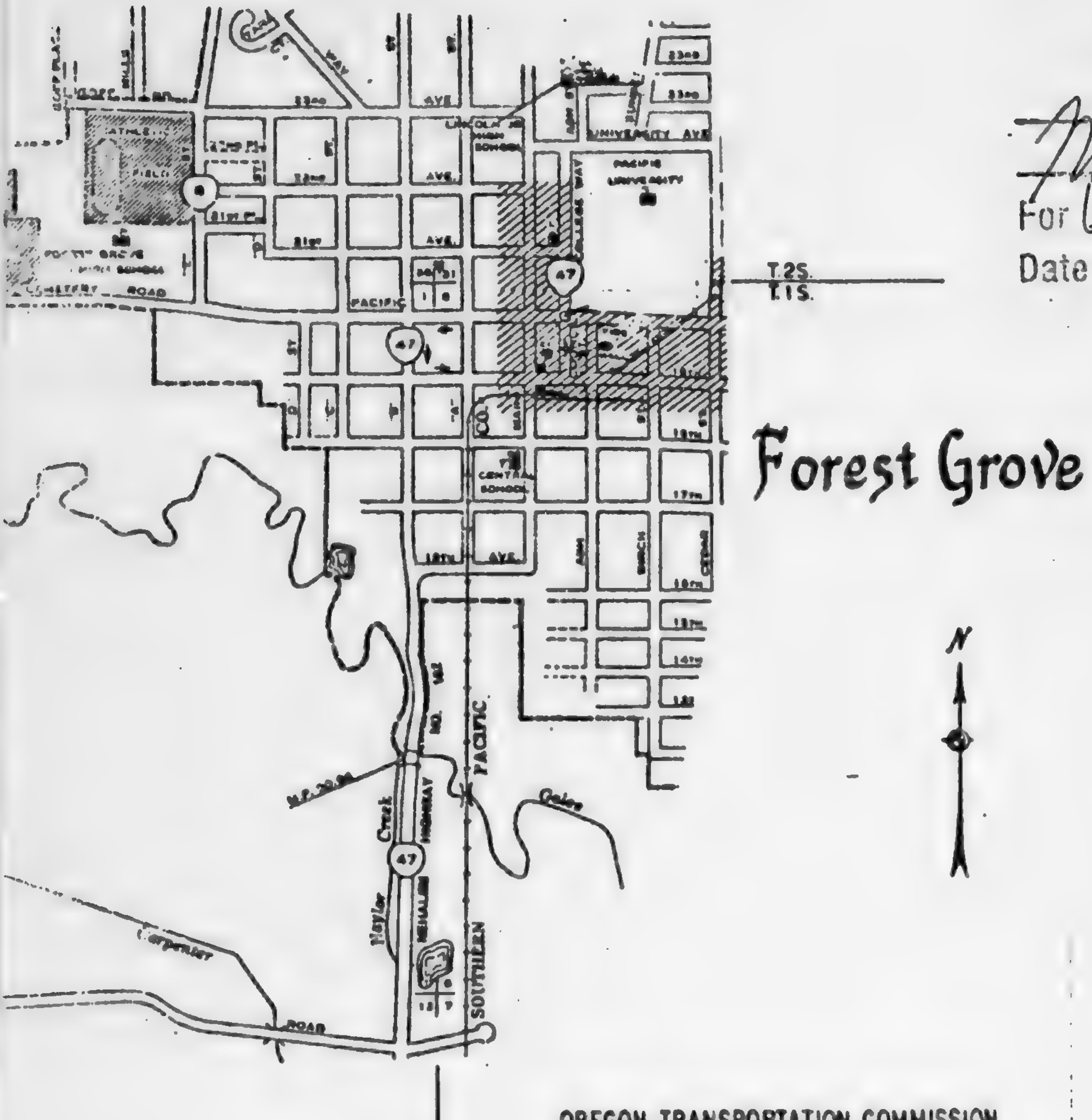
PRELIMINARY COPY
SUBJECT TO CHANGE

GALES CREEK (RITCHEY RD.) BRIDGE SEC. COUNTY ROAD WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR

CHLY RD.) BRIDGE SEC.
NTY ROAD
IGTON COUNTY


Astoria
Seaside
Tillamook
Forest Grove
Portland
Hood River
McMinnville
Lincoln City
Salem
Newport
Corvallis
Albany
Waldport
Florence
Eugene
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Bend
Redmond
Madras
Condon
Pendleton
La Grande
Baker
John Day
Burns
Ontario
Jordan Valley
O R E G O N


23RD
22ND PL
21ST PL
AVE.
LINCOLN JR. HIGH SCHOOL
UNIVERSITY AVE
PACIFIC UNIVERSITY
ATHLETIC FIELD
FOREST GROVE HIGH SCHOOL
CEMETERY ROAD
PACIFIC
47
T.2S.
T.1S.
19TH
CENTRAL SCHOOL
17TH
18TH AVE.
16TH
15TH
14TH
M.P. 20.90
Gales
Creek
Naylor
NEHALEM HIGHWAY NO. 102
PACIFIC
SOUTHERN
Carpenter
ROAD
Forest Grove
N
R.4W.
R.3W.

APPROVED AS NOTED

Michael A. Bower
For Washington County Dept. of L.U.T.
Date 5-31-84

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

)
Feet
)0

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER ____ DATE ____

9716

Washington

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Gales Creek (Ritchey Road) Bridge #13189

REGION: Metro

SURVEY AUTHORITY

AUTHORIZATION NO.: 2

PREFIX: 234-1918

DATE:

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		100
903 LOCAL GOVERNMENT		1,000	918 LOCATION		200	935 SOILS		250
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		500	921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		750	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		4,000	929		1,000
914 REGION UTILITY LIAISON		100	932 RAILROAD & UTILITIES					

TOTALS	$	$ 26,000
PREVIOUS AUTHORIZATION		$ 21,000
ADD. AUTH. REQUIRED		$ 7,000

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: BROS-3400(10)

LOCATION ENGINEER'S REMARKS

Increase in 901 function is required because un-anticipated field work was necessary to identify the existing Right-of-Way.

Additional Right-of-Way, not identified in the project request, will be required and obtained by Washington County.

1 Vonster ✓
Anderson
cy Bod
cy
2 E
Terpin
3 Trout
cy Wakerlig

RECEIVED
ROAD DESIGN SECTION
Date
Return
Bring Up / /
Action

PREPARED BY	DATE 4-23-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/30/84
RECOMMENDED, REGION ENGINEER X	DATE 4/30/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-25-84
RECOMMENDED, LOCATION ENGINEER X	DATE 5-24-84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

STATE OF OREGON

INTEROFFICE MEMO

TO: TED SPENCE
Plan & Program Manager

DATE: April 23, 1984

FROM: RON KLEINSCHMIT
Assistant Location Manager

File: 234-1918

SUBJECT: Gales Creek (Ritchey Road)
Bridge #13189
FAP BROS-34000(10)
Revised Authority #2
Washington County

Attached is a request for a revised Survey Authority on the above subject project. There is currently a conflict between Authority #1 and the budgeted amount.

Justification:

901: Additional $5,000- Original request was under-estimated, re-establishing the alignment and existing R/W required more work than anticipated.

RK:db

Attachments

9716

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Gales Creek (Ritchey Road) Bridge
Date April 20, 1984
Highway: County Road, Ritchey Road
Twenty year Traffic Coefficient 7.0
County: Washington
18 kip EAL's per day 17
Prefix: 234-1918
R Value 11
Project Manager: E. J. Dunn
Frost Penetration -----
CBE Total Requirement 22.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	A.C. Wearing Surface & Base, Class "C"	8.0"
14.0"	Aggregate Base (1.0" - 0)	14.0"
18.0"		22.0"

EXISTING ROADWAY

2.0"	A.C. Wearing Surface, to cover construction joints.	

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Federal-Aid Specialist
Program Section ✓

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
APR 24 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO LOC PROJ.
FOR ______

CON 19-1
Gales
Cr.

January 27, 1984

Washington County Board of Commissioners
150 First North, Room 418
Hillsboro, OR 97123

AGR 4-2

Attention: Marilyn D. Crutsinger
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 5002

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Gales Creek (Ritchey Road) Bridge, Bridge No. 13189.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Attachment

bc: Gary Potter (agree. att.)

9716

10208

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
WES MYLLENBECK, Chairman
BONNIE L. HAYS, Vice Chairman
EVA M. KILLPACK
JOHN E. MEEK
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

~~January 17, 1984~~
1258-01-15-84

1-18-84

Mr. Jon Rose
Federal Aid Specialist
ODOT
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

RE: Preliminary Engineering & Construction
Agreement - Gales Creek (Ritchie Road),
Bridge No. 13189

Dear Mr. Rose:

The enclosed agreement for the above mentioned bridge replacement was authorized by the Board of County Commissioners on January 10th, 1984, Minute Order No. 84-5. Would you please circulate the agreements for the remaining signatures and return one completed original to me.

Thank you for your prompt attention to this matter. If you have any questions, please feel free to contact me at 648-8738.

Sincerely,

phen Biddle

ephen Biddle
oject Coordinator

From Metro JON ROSE
Date 1-18-84
To [redacted]
[redacted] Traffic Region I Accounting

Comment: Here are 3 copies of the agreement for Gales Creek (Ritchie Rd) bridge replacement, signed by County officials and approved by the Metro Region Engineer.

Please forward for further action. Jon Rose

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JAN 20 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

ortunity empl . . .

9916

November 28, 1983 PRO

Larry Rice
Director of Public Works
150 North First
Hillsboro, OR 97123

SUBJECT: PE Advance Deposit
Gales Creek (Ritchey Road) Br. #13189
Washington County
Project #BROS-3400(10)

Dear Mr. Rice,

The Federal Highway Administration has approved the preliminary engineering (P.E.) for this project. The County's share of these costs and advance deposit will be as follows:

Total PE Cost	$ 21,000
Federal Funds	16,800
FREE Bridge Design	1,000
	$ 3,200

Rec'd
12-9-83
Informed
Region

Please make this advance deposit in the amount of $3,200 and submit by one of the three methods on the attached sheet.

Very truly yours,

Gary A. Potter, Manager
Program Section

HR:bkb
Attachments
bc: (w/AD #83-118) Jon Rose, Region M
Vern Skoog - Please return completed AD #83-118
when advance deposit is received.

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BROS-3400(10) CON 19-1

2. STATE PROJECT NO.
See below Gales Cr.

2A. COUNTY NAME
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon 11-9-83

4. PROGRAM NO.

5. ITEM NO.
40078

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
11-9-83

8. FEDERAL ROUTE NUMBER
Non-Federal-aid

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
GALES CREEK (RITCHEY ROAD) BRIDGE #13189

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $21,000; FF $16,800.

13. REMARKS
As requested by Mr. Swan's PEA dated November 1, 1983

RECEIVED
STATE HWY ENGR
NOV 17 '83
REFER TO Potter
FOR
Info | Invec | R/D | D/R | Sign | Act | File

Orig. to 11/17

14. DATE
11-9-83

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hassan

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9916

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

11-1-83

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd. Forest Grove "Gales Creek (Ritchey Rd.) Br."	117	40078	BROS-3400(10)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 40' minimum

Water Development None Recreation & Historical Areas None

County Washington Code 67

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 3 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental Action ~~XXXXXXXXXX~~: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1.

(2) Structure #13189.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
__ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
__ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 21,000
80%	FF	$ 16,800
	STATE	$ ----
	Co.	$ 4,200

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS:
1) Attached is a copy of Parts 1, 2 & 4 of Project Prospectus & Project Map.
2) Included in the approved replacement inventory with a sufficiency rating of 17.7.

GC:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-1-83	ORIGINAL SIGNED BY D. E. SWAN D.E. SWAN, P.E.	PROJECT UNIT ENGINEER

CC [illegible]

971-c

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Washington Co

10208
SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: GALES CREEK (RITCHEY ROAD) BRIDGE #13189

REGION: Metro

Co Rd SURVEY AUTHORITY Co Rd

AUTHORIZATION NO.: 1

PREFIX: 234-1918

DATE: 10/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		100
903 LOCAL GOVERNMENT		1,000	918 LOCATION		200	935 SOILS		250
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		500	921 SPECIFICA-TIONS		1,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		750	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		4,000	929 Free Br. Specs.		1,000
914 REGION UTIL-ITY LIAISON		100	932 RAILROAD & UTILITIES					

TOTALS	$	$ 21,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BROS-3400(10)

LOCATION ENGINEER'S REMARKS

1 Versteeg
Anderson
(cy) Adams
(cy) Macnab
2 ~~Scoudenmeyer~~ Edwards
Terpin
3 Trout
(cy) Wakerlig

RECEIVED
FEB 8 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Approved by Hwy Engr 7-5-83

PREPARED BY	DATE	APPROVED ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/1/83
RECOMMENDED, REGION ENGINEER X	DATE 10/6/83	APPROVED ASST HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 10-31-83
RECOMMENDED, LOCATION ENGINEER X	DATE 10/31/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-9-83	

734-1914 (7-82)

PROJEC PROSPECTUS
PART 1 — PROJECT REQUEST

10208
SEE INSTRUCTIONS ON REVERSE

KEY ID # 01751

REGION

SECTION: GALES CREEK (RITCHEY RD.) BRIDGE #13189

STATE HIGHWAY #	HIGHWAY NAME Ritchey Road		MILE POST FROM TO	LENGTH 300
☐ URBAN ☑ RURAL	CITY	COUNTY Washington	ROAD/STREET NAME	
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Washington County		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 21	GRADING (✓)	X	FILES (#)	N/A
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)	N/A
ROADWAY	$ 15		STRUCTURES (✓)	X	RELOCATIONS (#)	N/A
STRUCTURES	$ 120		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$ -		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ -		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 8				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 57 ~~24~~		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 200 ~~159~~	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 221				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	700	800
YEAR OF AVERAGE DAILY TRAFFIC	1982	1984

DEFINE THE PROBLEM

Existing timber pile bridge is deteriorating and in need of replacement.

PROPOSED SOLUTION

Remove existing structure and replace with prestressed concrete structure.

REQUESTED, REGION ENGINEER X	DATE 10/6/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJEC PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

10208

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
GALES CREEK (RITCHEY ROAD) BRIDGE #13189

REGION
Metro

PROJECT JUSTIFICATION

Existing timber pile bridge is deteriorating and is in need of replacement. Roadway is on a major school bus route and highway into the city of Forest Grove. Bridge has a load limit of 15 tons.

ADMINISTRATION RECOMMENDATION

10208

SEE INSTRUCTIONS ON REVERSE

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

KEY ID #

SECTION: GALES CREEK (RITCHEY ROAD) BRIDGE #13189

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
-95	N S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	A
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	A
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	A	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	A	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	A	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	A	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)

UTILITIES: A (LIST BELOW)

COMPANIES
Forest Grove Power & Light
Portland General Elec.
General Telephone
N.W. Natural Gas
Storer Cable T.V.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

IGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING								11	×	11							
					2			12		12			2				
PROPOSED																	

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

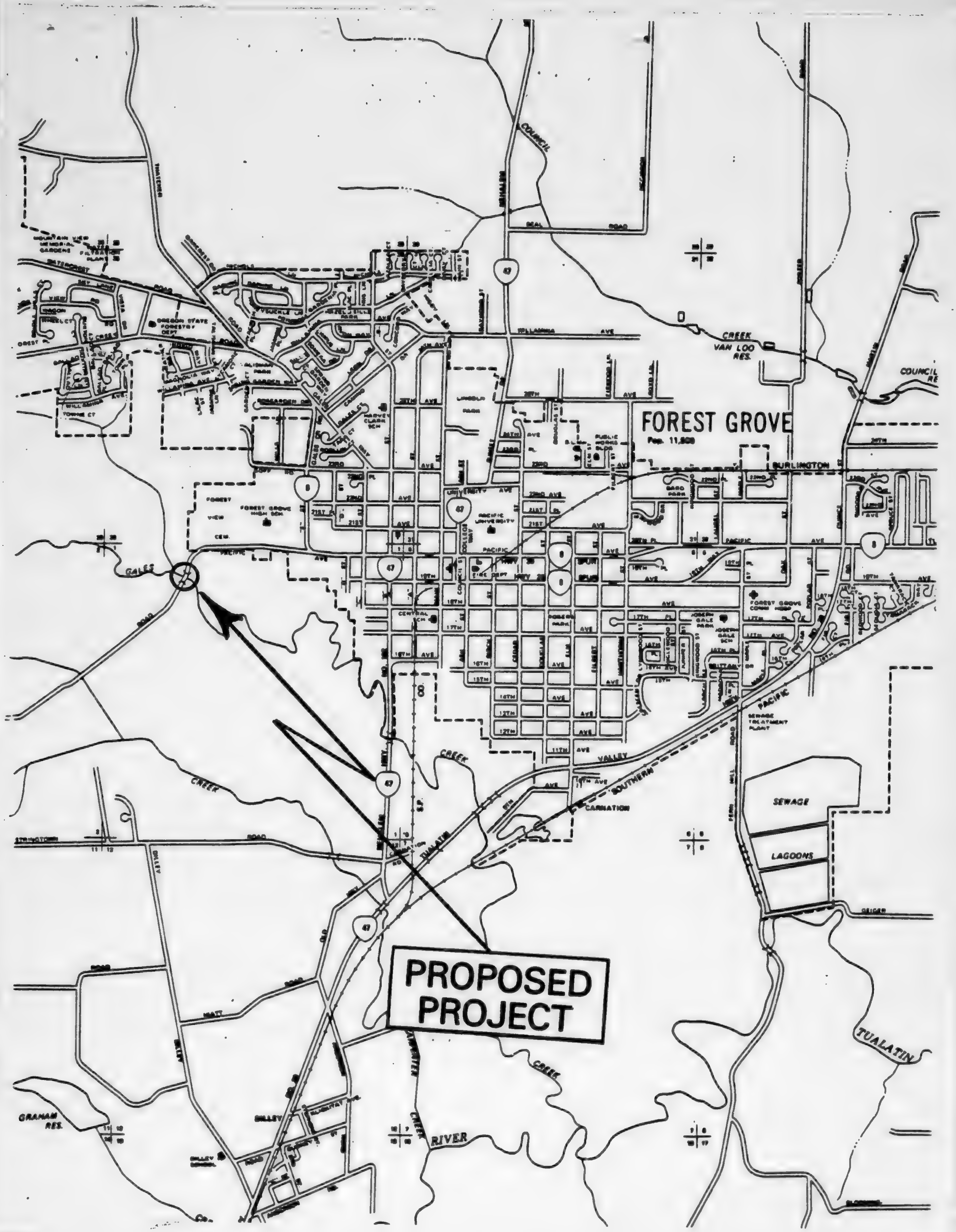
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	90	28'	$120,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date..................

734-1912 (7-82)


FOREST GROVE
Pop. 11,500
PROPOSED PROJECT
COUNCIL
COUNCIL CREEK
VAN LOO RES.
BURLINGTON
PACIFIC
GALES CREEK
VALLEY
SOUTHERN
CARNATION
SEWAGE
LAGOONS
SEWAGE TREATMENT PLANT
TUALATIN
TUALATIN RIVER
GRAHAM RES.
STRINGTOWN ROAD
FOREST GROVE HIGH SCH.
PACIFIC UNIVERSITY
CENTRAL SCH.
FOREST VIEW CEM.
LINCOLN PARK
BARD PARK
OREGON STATE FORESTRY DEPT.
MOUNTAIN VIEW MEMORIAL GARDENS
FOREST GROVE COMM. HOSP.
JOSEPH GALE PARK
FIRE DEPT
47
8

9716

PROJECT PROSPECTUS
PART 1 – PROJECT REQUEST

10-[illegible]-83

10208
SEE INSTRUCTIONS ON REVERSE

KEY ID # 01751

SECTION: GALES CREEK (RITCHEY RD.) BRIDGE #13189

REGION:

STATE HIGHWAY #	HIGHWAY NAME Ritchey Road	MILE POST FROM TO	LENGTH 300
☐ URBAN ☒ RURAL	CITY	COUNTY Washington	ROAD/STREET NAME
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Washington County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)	X	FILES (#)	N/A
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)	N/A
ROADWAY	$ 15		STRUCTURES (✓)	X	RELOCATIONS (#)	N/A
STRUCTURES	$ 120		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$ –		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ –		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
ENGINEERING & CONTINGENCIES	$ 24		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 159	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$				

FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	700	800
YEAR OF AVERAGE DAILY TRAFFIC	1982	1984

DEFINE THE PROBLEM

Existing timber pile bridge is deteriorating and in need of replacement.

PROPOSED SOLUTION

Remove existing structure and replace with prestressed concrete structure.

REQUESTED, REGION ENGINEER X Edward [illegible]	DATE 10/6/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS,** whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

10208

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: GALES CREEK (RITCHEY ROAD) BRIDGE #13189

REGION: Metro

PROJECT JUSTIFICATION

Existing timber pile bridge is deteriorating and is in need of replacement. Roadway is on a major school bus route and highway into the city of Forest Grove. Bridge has a load limit of 15 tons.

ADMINISTRATION RECOMMENDATION

10208

PROJECT PROSPECTUS

PART 2 — OJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: GALES CREEK (RITCHEY ROAD) BRIDGE #13189

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
5	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	A
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	A
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	A	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	A	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	A	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	A	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	A	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	A	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

UTILITIES: A (LIST BELOW)

COMPANIES
Forest Grove Power & Light
Portland General Elec.
General Telephone
N.W. Natural Gas
Storer Cable T.V.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

HT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
							11	X	11							
				2			12	X	12			2				

EXISTING

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

10208

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: GALES CREEK (RITCHEY ROAD) BRIDGE #13189

REGION: Metro

AUTHORIZATION NO.

PREFIX

DATE: 10/83

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 3,500	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	1,000		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	100	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST	750		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	4,000		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
REGION UTILITY LIAISON	100		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 10/6/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

Project GALES CR (RITCHEY RD) BRIDGE # 13189
Agency WASHINGTON COUNTY Date September 28, 1983
Type of Project BRIDGE REPLACEMENT
Funds SOS FAIX FAUS FASC Title II [✓ HBR]

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	(X)	( )	( )
Monitor PE	(X)	( )	( )	( )
Field Survey	( )	(X)	( )	( )
Prepare Environmental Statements	(X)	( )	( )	( )
Review & Process Envir. Statements	(X)	( )	( )	( )
Public Hearings	(X)	( )	( )	( )
Citizen Involvement	( )	( )	(X)	( )
Action Plan Requirements	( )	(X)	(X)	( )
Preliminary Design Plans & Specs.	( )	(X)	( )	( )
Prepare for Contract Bids	( )	(X)	( )	( )
Advertise, Let and Award	( )	(X)	( )	( )
Major Construction Engineering	( )	(X)	( )	( )
Lab Testing, Final Checking	( )	(X)	( )	( )
Utility Responsibility	( )	( )	(X)	( )
Maintenance After Completion	( )	( )	(X)	( )
Signal Maintenance	(X)	( )	( )	( )
Power Consumption	(X)	( )	( )	( )
Local Match	( )	( )	(X) 20%	( )
Provide for Right-of-way Agreement		[✓ Yes] ?	No	

Construction by Contract (X) State Forces ( ) Local Forces ( )
Advance Deposit Required PE (X) Construction (X) N/A ( )

State will Advertise, Let and Award All Contracts

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance

Remarks: County says no R/W Required

FEDERAL AID PROJECT REQUEST

Date 7-20-83

Applicant Agency Washington County

Request for: Off-System X, FAS-C ____, FAUS ____ Project

Federal Aid Route No. ________ Route Name Ritchey Road

Project Name Gales Creek (Ritchey Road) # 13189

Project Length 300' Project Location (Attached Sketch Map)

Project Description Replacement of existing timber pile bridge with concrete.

Average Daily Traffic 700 Design Speed 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach Sketch)

Width 22' Travel Lanes 11' Shoulders None

Medians None Parking None

Sidewalks None

Remarks

2. Desired Roadway Cross Section: (Attach Sketch)

2 - 12' Shoulders 2'

Parking None

h Curb Radii

40' Maximum 60'

From Metro JON ROSE Date 8-2-83

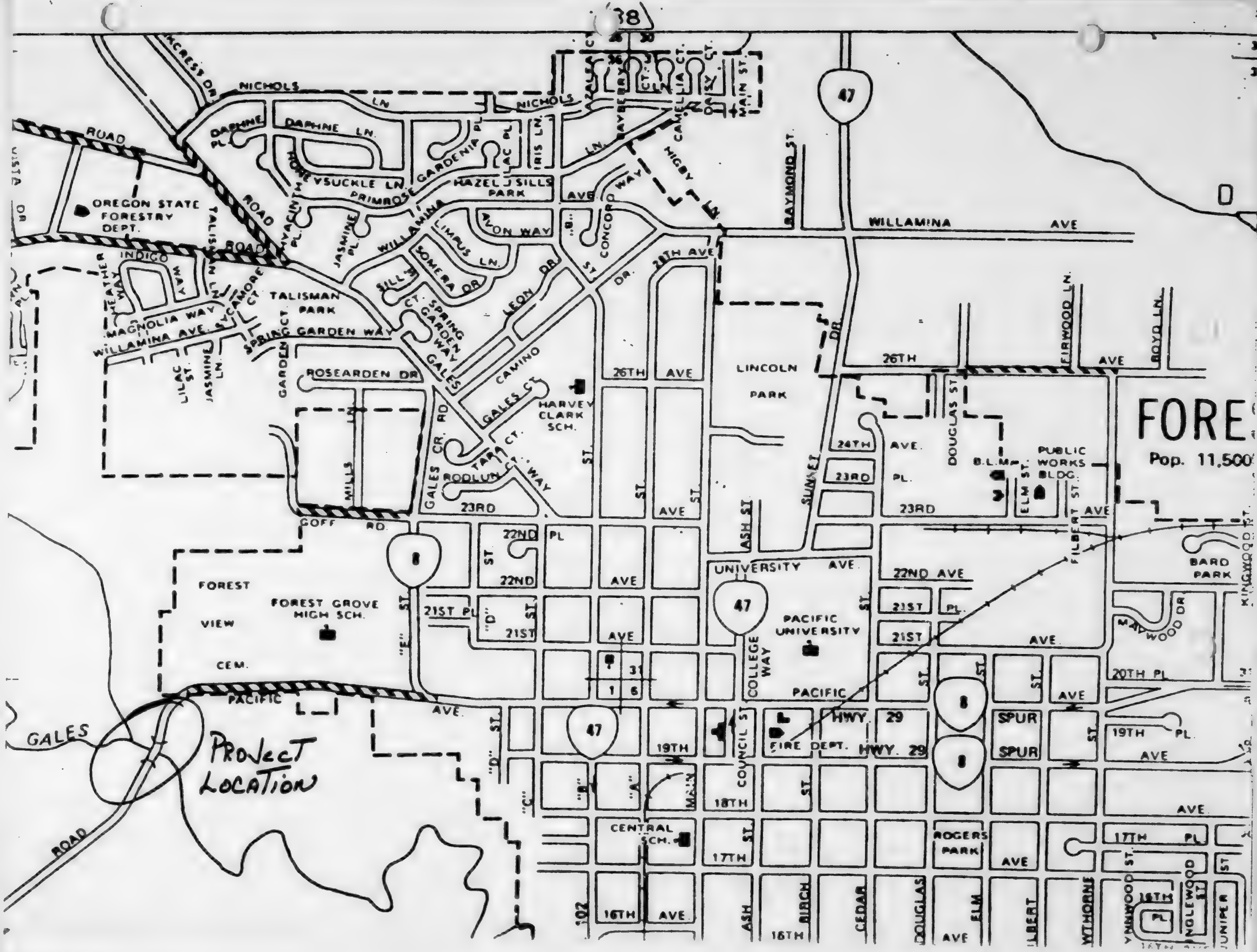
To TOM SCHWAB

Proj. Mgmt. Traffic [✓ Region M] Accounting

Comment: This request from Washington County will need complete package including prospectus survey authorization, environmental category, etc.

Jon Rose

This is on the HBR program for current funding.


FORE
Pop. 11,500
38
47
8
29
WILLAMINA AVE
NICHOLS LN
DAPHNE LN
DAPHNE PL
HONEYSUCKLE LN
PRIMROSE
GARDENIA PL
LILAC PL
IRIS LN
HAZEL J SILLS PARK
HIGBY LN
CAMELLIA CT
BAYBERRY
AZALEA CT
MAIN ST
RAYMOND ST
OREGON STATE FORESTRY DEPT.
ROAD
VISTA DR
TALISMAN LN
INDIGO WAY
HEATHER WAY
MAGNOLIA WAY
SYCAMORE CT
WILLAMINA AVE
TALISMAN PARK
SPRING GARDEN WAY
GARDEN CT
LILAC ST
JASMINE LN
HYACINTH PL
JASMINE PL
LIMPUS LN
SOMERA DR
SILL'S CT
AVON WAY
CONCORD WAY
"B" ST
LEON DR
CAMINO
28TH AVE
ROSEARDEN DR
GALES CT
GALES CR. RD
HARVEY CLARK SCH.
TARA CT
RODLUN CT
WAY
MILLS
GOFF RD.
23RD
LINCOLN PARK
SUNSET DR
26TH AVE
FIRWOOD LN
BOYD LN
DOUGLAS ST
24TH AVE
23RD PL
B.L.M.
PUBLIC WORKS BLDG.
ELM ST
FILBERT ST
BARD PARK
KINGWOOD ST
MAYWOOD DR
22ND PL
22ND AVE
21ST PL
"D" ST
21ST AVE
"E" ST
FOREST VIEW CEM.
FOREST GROVE HIGH SCH.
PACIFIC AVE
GALES
ROAD
UNIVERSITY AVE
ASH ST
COLLEGE WAY
PACIFIC UNIVERSITY
HWY. 29
FIRE DEPT.
COUNCIL ST
19TH AVE
20TH PL
SPUR
19TH PL
"A"
"B"
"C"
MAIN
18TH
CENTRAL SCH.
17TH
102
16TH AVE
ASH
BIRCH
CEDAR
DOUGLAS
ELM
FILBERT
HAWTHORNE
YNNWOOD ST
INGLEWOOD ST
JUNIPER ST
ROGERS PARK
17TH PL
18TH PL
31
1
6

PROJECT LOCATION

9916

10208

STATE OF OREGON **INTEROFFICE MEMO**

TO: GARY POTTER, Manager
Program Section

DATE: October 5, 1983

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: Gales Creek Bridge #13189
Ritchey Road
Replace Timber Structure with Prestressed Concrete
Washington County

Here is our programming packet for the replacement of Gales Creek Bridge on Ritchey Road.

This project is sponsored by Washington County and funded by the current Highway Bridge Replacement Program. ODOT will do all the preliminary and construction engineering and let the contract.

The Metro Environmental Unit has cleared this project as a State-wide Categorical Exclusion.

Included are the Federal Aid Project Request, Project Prospectus, Agreement Information form and related correspondence.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices. Please contact Robin Brooks (653-3230) when you have the total PE estimate.

TAS:RCB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser
Robin Brooks

Attachments

NOTED
BOB DORAN

OCT 11 1983

cc: LOC
PCS
FED AID
KEATS
BRIDGE

PROGRAM SECTION
MANAGER ____ PROJECT UNIT ____
OCT 1983
MAN. ASSIST. ____ PROGRAM UNIT ✓
REFER TO ____
FOR ____

81-125-1387

9916

FEDERAL AID PROJECT REQUEST

Date 7-20-83

Applicant Agency Washington County

Request for: Off-System X , FAS-C ____ , FAUS ____ Project

Federal Aid Route No. ____ Route Name Ritchey Road

Project Name Gales Creek (Ritchey Road) # 13189

Project Length 300' Project Location (Attached Sketch Map)

Project Description Replacement of existing timber pile bridge with concrete.

Average Daily Traffic 700 Design Speed 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach Sketch)

Width 22' Travel Lanes 11' Shoulders None

Medians None Parking None

Sidewalks None

Remarks

2. Desired Roadway Cross Section: (Attach Sketch)

Width 28' Travel Lanes 2 - 12' Shoulders 2'

Medians None Parking None

Curbed None Length Curb Radii

Sidewalk/Bikeway None

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 40' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes", will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:
N/A

2. Proposed Signalization:
Location: N/A
Type: ____
Phases: ____
Type of Suspension: ____
Interconnected: ____
Remarks ____

3. Permanent Signing:
Include in project or by applicant? By Applicant

4. Permanent Striping:
Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:
N/A

2. Proposed Illimination:

Location N/A

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location 1.2 miles east of Stringtown Road

Type Timber Bridge

Approach Roadway Width 22' Shoulder Width 0

Length 87' Width 25'

To remain in place? None

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 90' Width 28'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? Yes. Water line on west side.

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered? ______

______

Remarks ______

______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Larry Rice, Director, Public Works Department
Office

2. Environmental — Same
Office

3. Public Hearing — Same
Office

Remarks ______

______

______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ______ State X ______ Consultant ______

2. Project construction engineering to be performed by:

Applicant ______ State X ______ Consultant ______

3. Will applicant perform any work prior to or after award of contract?

Yes X No ______

If "yes", describe briefly: Washington County survey right-of-way location, alignment, monumentation and final road establishment.

______

______

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 15,000
Right-of-way Costs (if participating)	$
Traffic Control	$
Illumination	$
Structure	$ 144,000
Railroad	$
Other	$
Preliminary Engineering	$ 24,000
PROJECT TOTAL	$ 183,000

Remarks

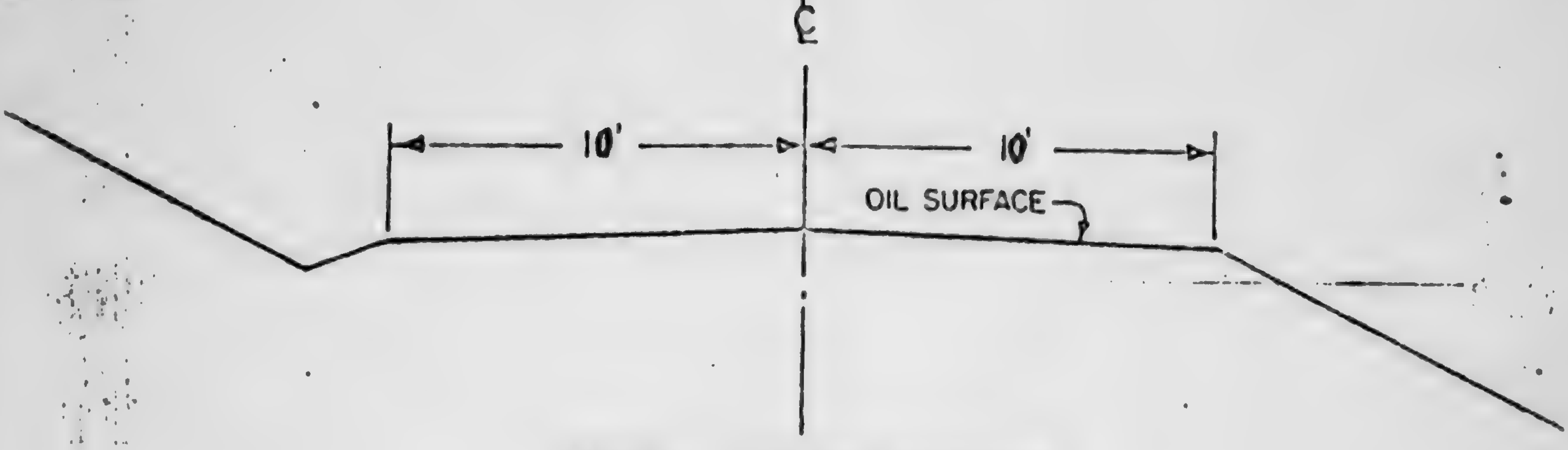
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF and/or Washington COUNTY

BY BY Larry Rice, Director, Public Works

BY BY Larry Rice P.E.,

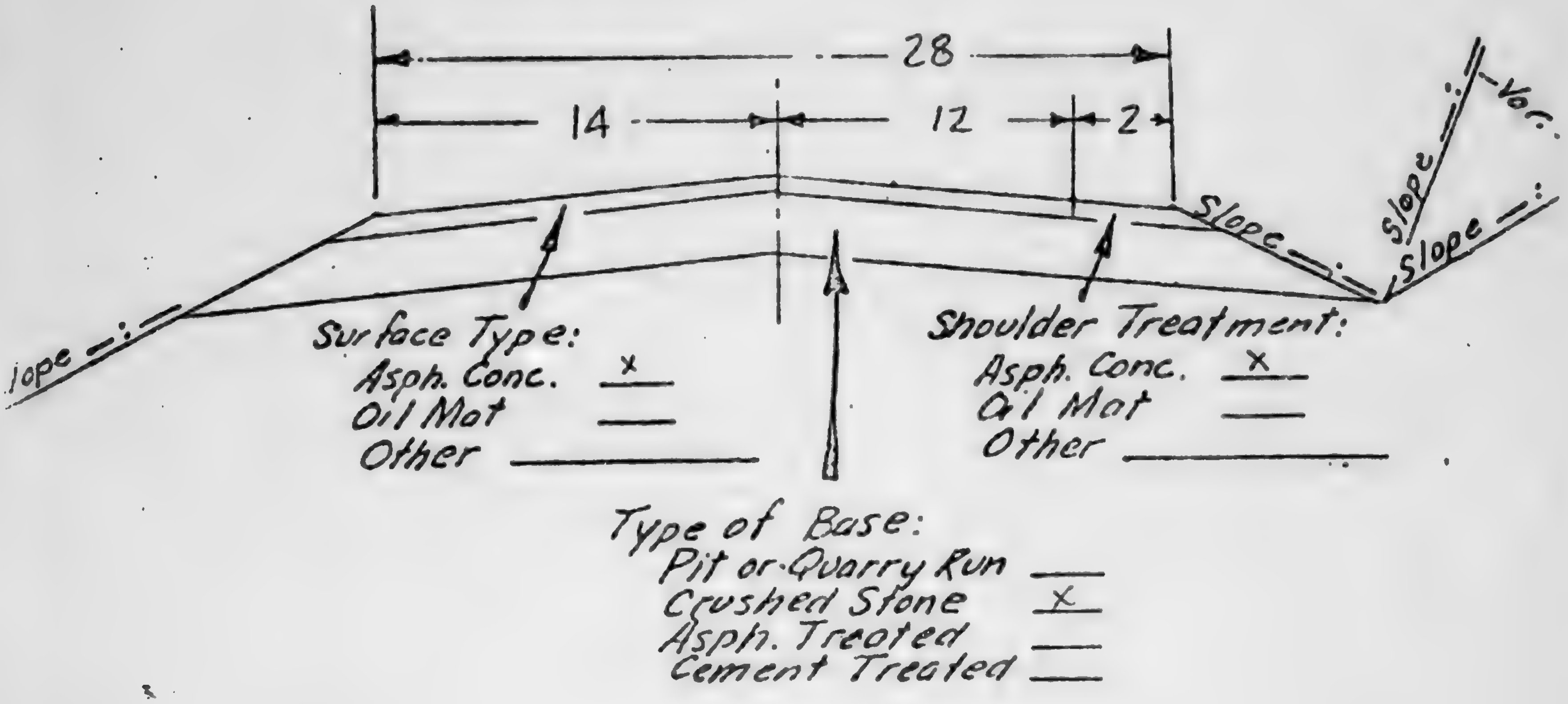
BY


℄
10'
10'
OIL SURFACE

TYPICAL EXISTING ROADWAY

TYPICAL SECTION

ROADWAY

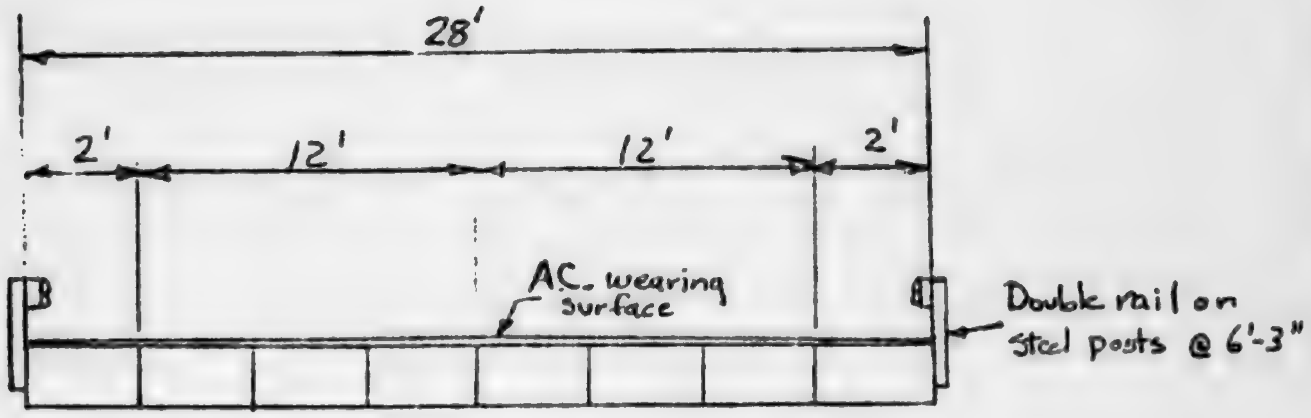

28
14
12
2
Slope
Slope
Slope
Var.
lope

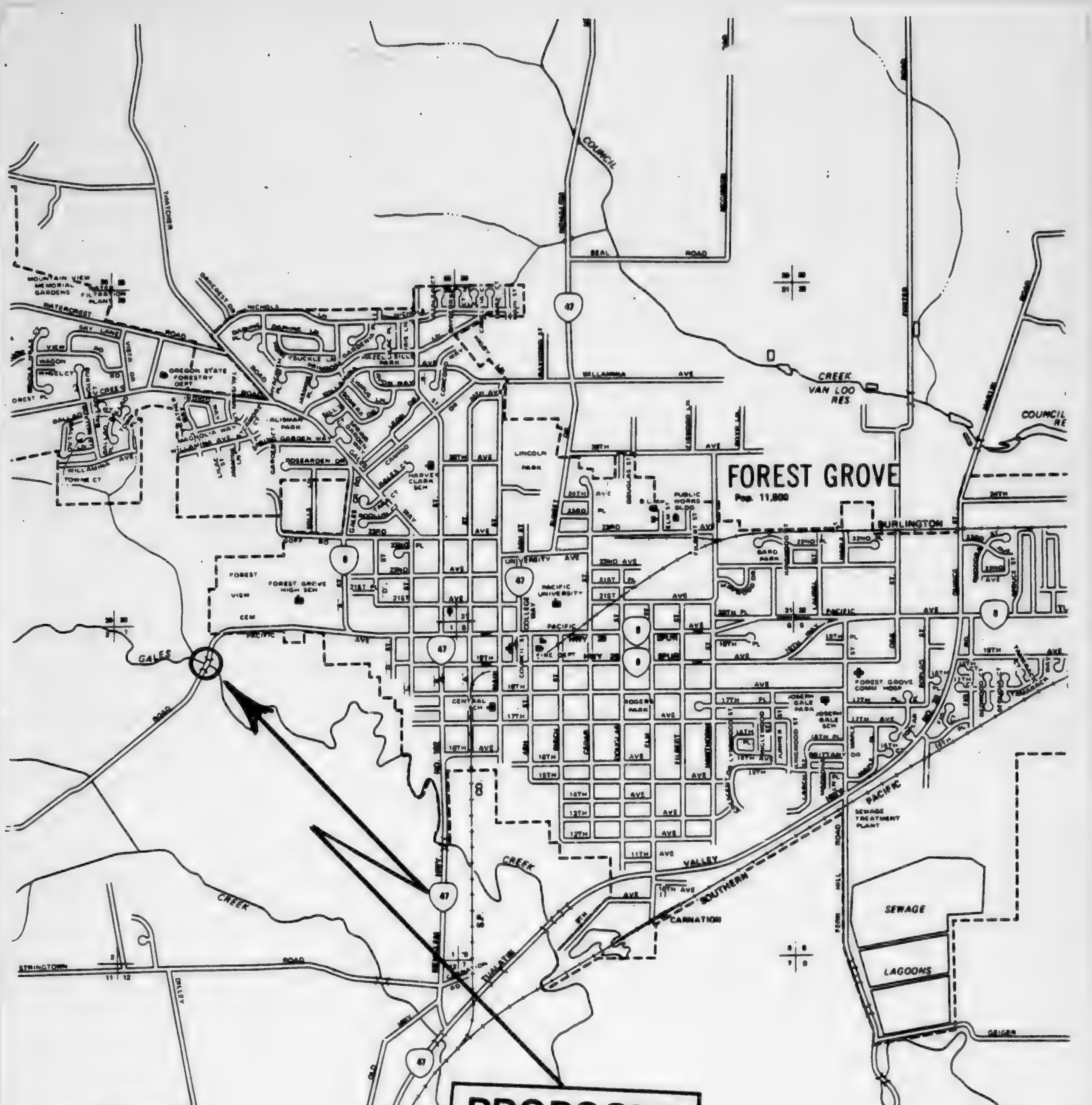
Surface Type:
Asph. Conc. x
Oil Mat
Other

Shoulder Treatment:
Asph. Conc. x
Oil Mat
Other

Type of Base:
Pit or Quarry Run
Crushed Stone x
Asph. Treated
Cement Treated

BRIDGE


28'
2'
12'
12'
2'
A.C. wearing surface
Double rail on steel posts @ 6'-3"


FOREST GROVE
Pop. 11,500
PROPOSED PROJECT
COUNCIL
CREEK
VAN LOO RES.
BURLINGTON
PACIFIC
PACIFIC UNIVERSITY
FOREST GROVE HIGH SCH
FOREST VIEW CEM
GALES
ROAD
LINCOLN PARK
HARVEY CLARK SCH
PUBLIC WORKS BLDG
CENTRAL SCH
ROGERS PARK
JOSEPH GALE PARK
JOSEPH GALE SCH
FOREST GROVE COMM HOSP
SEWAGE TREATMENT PLANT
SEWAGE
LAGOONS
VALLEY
SOUTHERN
CARNATION
STRINGTOWN
ROAD
TUALATIN
RIVER
CREEK
GRAHAM RES.
DILLEY
GEIGER
OREGON STATE FORESTRY DEPT
MOUNTAIN VIEW MEMORIAL GARDENS
FILTRATION PLANT
WILLAMINA AVE
BEAL ROAD
47
8

1985 Pac. Hwy. E. @ Ivy, Grant & 9917
Elm Sts. in Canby.
(traffic signal installation)

R+R 1177 2-19-85

C+A 8297 5-1-85

9917

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	10-14
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	4

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-22-86

State	Oregon
County	Clackamas
Project Number	HES-26(34)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 15, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 211,331.00	$ 224,763.00
Federal funds	$ 190,197.00	$ 202,286.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22TH day of SEP, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. HES-26(34)

Pacific Hwy. E. @ Ivy, Grant & Elm Streets (Canby)
Grant Street (Canby) Section
Pacific Highway East
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering Total as on Estimate of February 28, 1985	All Required	$ 17,800.00
	Total	$ 17,800.00

Type Code Y031
Traffic Signal (1 location)

Programmable Vehicle Signal (PA #3A)	$ 611.10		
State Furnished Signal (S.F.O. #6)	10,200.00		
		Increase	$ 10,811.10
		Subtotal from Estimate of September 19, 1985	157,783.15
		Subtotal	$168,594.25
		Engineering	25,288.75
		Total	$194,883.00

Type Code SFTY
Traffic Signal Reemption Circuit

Provide Preemption Circuit and Adjust Gates	All Required	$ 3,000.00
	Total	$ 3,000.00

RETAIN IN RESERVE

State Forces for Installation Across R.R. Tracks	All Required	$ 8,000.00
	Subtotal	$ 8,000.00
	Engineering	1,080.00
	Total	$ 9,080.00

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	141	$ 17,800.00	$ 16,020.00	$ 1,780.00
Signal	141	194,883.00	175,394.00	19,489.00
Signal Preemption	141	3,000.00	2,700.00	300.00
SUBTOTAL		$215,683.00	$194,114.00	$21,569.00
Reserve	141	9,080.00	8,172.00	908.00
TOTAL		$224,763.00	$202,286.00	$22,477.00

Group 1: 97%; Group 8: 3%
Contract No. 9917
Prefix: 3-1938
Prefix: C09917

RLC:me

7917

STATE COPY

N

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-90	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County CLACKAMAS
MODIFICATION NUMBER 3	10-15-85	Project Number HES-26(34)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 15, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 196,742	$ 211,331
Federal funds	$ 177,067	$ 190,197
Other revisions		

This modification is made for the following reasons: To include increase in construction cost and engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 19, 1985

FEDERAL AID PROJECT NO. HES-26(34)

PACIFIC HWY. E. AT IVY, GRANT & ELM STREETS (CANBY)
GRANT ST. (CANBY) SECTION
PACIFIC HIGHWAY EAST
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$ 17,800.00
TOTAL as on Estimate of February 28, 1985		$ 17,800.00

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

Tether Signs (PA #1A)	Lump Sum	All	Lump Sum	$ 1,158.14
Steel J-Box Covers (PA #2A)	Lump Sum	All	Lump Sum	518.72
Replace Strain Poles (FA #1)	Lump Sum	All	Lump Sum	9,091.29
				$ 10,768.15

	Increase	$ 10,768.15
Subtotal from Estimate of February	28, 1985	147,015.00
	SUBTOTAL	$157,783.15
	Engineering	23,667.85
	TOTAL	$181,451.00

TYPE CODE SFTY
TRAFFIC SIGNAL PREEMPTION CIRCUIT

Provide Preemption Circuit and Adjust Gates	All Required	$ 3,000.00
	TOTAL	$ 3,000.00

RETAIN IN RESERVE

State Forces for Installation Across R.R. Tracks	All Required	$ 8,000.00
	Subtotal	$ 8,000.00
	Engineering	1,080.00
	TOTAL	$ 9,080.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$ 17,800.00	$ 16,020.00	$ 1,780.00
Signal	181,451.00	163,305.00	18,146.00
Signal Preemption	3,000.00	2,700.00	300.00
SUBTOTAL	$202,251.00	$182,025.00	$20,226.00
Reserve	9,080.00	8,172.00	908.00
TOTAL	$211,331.00	$190,197.00	$21,134.00

Group 1: 97%; Group 8: 3%
Contract No. 9917
Prefix: 3-1938
Prefix: C09917

Appn Code: 141

RLC:pf

9911

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-35		State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County CLACKAMAS
MODIFICATION NUMBER 2	3	Project Number HES-26(34)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 193,742.00	$ 196,742.00
Federal funds	$ 174,367.00	$ 177,067.00
Other revisions		

This modification is made for the following reasons: To include approved work to be performed by SPTC.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of March, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBy FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 28, 1985

Federal-Aid Project No. HES-26(34)

Pacific Hwy. E. at Ivy, Grant & Elm Sts. (Canby)
Grant St. (Canby) Section
Pacific Highway East
Clackamas County

REVISED
PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required			$ 17,800.00
			Total	17,800.00

Type Code Y031
Traffic Signal (1 Location)

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 800.00
Temporary Signs	Sq. Ft.	300	4.50	1,350.00
Temporary Barricades	Each	12	40.00	480.00
Flaggers	Hour	120	13.00	1,560.00
Sidewalk Ramps	Each	6	491.00	2,946.00

TRAFFIC SIGNALS

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 102,679.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	26,175.00
				$ 135,990.00

Anticipated Items

Permanent Pavement Striping	All Required			$ 3,500.00
State Furnished Prom & Program	All Required			2,100.00
Signal Controller Testing & Turn-On	All Required			5,425.00
				$ 11,025.00
			Subtotal	$ 147,015.00
			Engineering	19,847.00
			Total	$ 166,862.00

TYPE CODE SFTY
TRAFFIC SIGNAL PREEMPTION CIRCUIT

Provide Preemption Circuit and Adjust Gates	All Required	$ 3,000.00
	TOTAL	$ 3,000.00

RETAIN IN RESERVE

State Forces for Installation Across R.R. Tracks	All Required	$ 8,000.00
		$ 8,000.00
	Engineering	1,080.00
	TOTAL	$ 9,080.00

SUMMARY OF FUNDS

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$ 17,800.00	$ 16,020.00	$ 1,780.00
Signal	166,862.00	150,175.00	16,687.00
Signal Preemption	3,000.00	2,700.00	300.00
SUBTOTAL	$187,662.00	$168,895.00	$18,767.00
Reserve	9,080.00	8,172.00	908.00
TOTAL	$196,742.00	$177,067.00	$19,675.00

Group 1: 97%; Group 8: 3%
Contract No. 9917
Prefix: 3-1938
Prefix: 3-1073

Appn Code 141

WH:bkb CPL:pf

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-271	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County CLACKAMAS
MODIFICATION NUMBER 1	11-[illegible]	Project Number HES-26(34)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 15 , 19 34 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 17,800.00	$ 193,742.00
Federal funds	$ 16,020.00	$ 174,367.00
Other revisions		

This modification is made for the following reasons: To include construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of November , 1984 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne A. Cobine

Manager, Program Section
(Title)

~~BY~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 14, 1984

Federal Aid Project No. HES-26(34)

Pacific Hwy. E. at Ivy, Grant & Elm Sts. (Canby)
Grant St. (Canby) Section
Pacific Highway East
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required			$ 17,800.00
			Total	$ 17,800.00

Type Code Y031
Traffic Signal (1 Location)

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 800.00
Temporary Signs	Sq. Ft.	300	4.50	1,350.00
Temporary Barricades	Each	12	40.00	480.00
Flaggers	Hour	120	13.00	1,560.00
Sidewalk Ramps	Each	6	491.00	2,946.00
TRAFFIC SIGNALS				
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	102,679.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	26,175.00
				$ 135,990.00

Anticipated Items

Permanent Pavement Striping	All Required			$ 3,500.00
State Furnished Prom & Program	All Required			2,100.00
Signal Controller Testing & Turn-on	All Required			5,425.00
				$ 11,025.00
			Subtotal	$ 147,015.00
			Engineering	19,847.00
			Total	$ 166,862.00

Retain in Reserve

State Forces for Installation Across R.R. Tracks	All Required		$	8,000.00
		Subtotal	$	8,000.00
		Engineering		1,080.00
		Total	$	9,080.00

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 17,800.00	$ 16,020.00	$ 1,780.00
Signal	166,862.00	150,175.00	16,687.00
Subtotal	$184,662.00	$ 166,195.00	$ 18,467.00
Reserve	9,080.00	8,172.00	908.00
Total	$193,742.00	$ 174,367.00	$ 19,375.00

Group 1	97%	Group 8	3%
Contract No.	9917		
Prefix:	3-1938 P.E. 3-1073		
Appn Code	141		

DDB:WH:bkb

STATE COPY

No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 5-88	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	Oregon County Clackamas Project No. HES-26(34)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

State Route 99E at Grant Street in the City of Canby.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-17-83	0.15
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT $ 17,800.00	FEDERAL FUNDS $ 16,020.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 5-15-84

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 4, 1984

Federal-Aid Project No. HES-26(34)

Grant St. (Canby) Section
Pacific Hwy. East
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 17,800.00
		Total	$ 17,800.00

Length of Project	0.15 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 17,800.00	$ 16,020.00	$ 1,780.00
Retain in Program			
Right-of-Way	5,000.00	4,500.00	500.00
Construction	120,000.00	108,000.00	12,000.00
SUBTOTAL	$ 125,000.00	$ 112,500.00	$ 12,500.00
TOTAL	$ 142,800.00	$ 128,520.00	$ 14,280.00

Group 1 100%
Prefix: 003-1938

WH:bkb

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

[illegible] L. [illegible]

June 30, 1986

RECEIVED
JUL 07 1986
LEGAL

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, OR 97310

Orig 7.3

RECEIVED
DOT DIRECTOR
JUL 02 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Larry Rulien, State Highway Engineer
State Highway Engineer's Office
102 Transportation Building
Salem, Oregon 97310

Re: Stewart v. Oregon Department of Transportation

Gentlemen::

This is to inform you that the above entitled matter has been filed in Clackamas County Circuit Court. Named defendants include Oregon Department of Transportation. This matter concerns an alleged dangerous intersection (Highway 99E and Grant Street) in Canby. Plaintiff claims our failure to properly sign or install a control signal caused an accident.

I have assigned this case to Trial Attorney Stephen D. Krohn, who will keep you apprised of significant developments in the case.

Please have the appropriate District Maintenance Supervisor contact Mr. Krohn at his earliest convenience. It appears a question of discretionary immunity will be at issue. Accordingly, a copy of this letter is being sent to Mr. Bud George for his early review.

Sincerely,

John R. McCulloch Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/cg
cc: L. E. George

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 4/23/86	REPORT MADE BY James Klamerus, Highway Engineer Trainee		PROJECT NO. HES-26(34)
COMPLETION DATE (Actual) 7/10/85	ACCEPTANCE DATE BY CONRTACT AGENCY February 25, 1986	TIME ELAPSED * SEE BELOW %	CONTRACT TIME * SEE BELOW
LOCATION			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PACIFIC HWY @ IVY, GRANT, & ELM STREETS
PACIFIC HIGHWAY EAST (CANBY)
Traffic Signal Installation

This project provided for upgrading two existing traffic signals on Highway 99E and constructing a new traffic signal at 99E and Grant Street. Work also included railroad crossing safety (interlocks with signals) improvements at each of the three intersections. The railroad parallels the highway through Canby.

The original authorization was $211,142.04. The final cost is $193,866.55. The final project cost underran by 8.2%.

* The contractor completed the project 40 calendar days after the completion date specified in the contract, (5/31/85). Due to the extra work performed an additional 40 calendar days were granted on 3/17/86.

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENG
APR 30 '86
REFER TO
Fredrickson
FOR

Cy
5/2

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATUHE James M. Klamerus T P Lowe		SIGNATURE	
TITLE Area Engr. & Highway Engineer Trainee	DATE 4-25-86	TITLE Field Operations Engineer	DATE 4/29/86

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

-771-

April 18, 1986

CON - #9917

The American Insurance Company
P.O. Box 3825
Portland, OR 97208

A post-final payment for $6,000.00 will be made to W. R. Grasle Co. for work on the Pacific Highway East at Ivy, Grant & Elm Streets in Canby as soon as the warrant is prepared.

The total amount paid on this contract will be $145,872.56 including the post-final payment. Of the total $9,091.29 is for force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: W. R. Grasle Co.
P.O. Box 4123
Portland, OR 97208

Fred S. James Co. of Oregon
111 S.W. Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

9917

March 17, 1986

W. R. Grasle Co.
437 N.W. 16th Avenue
P. O. Box 4123
Portland, OR 97208

CON 5
9917

Re: Time Extension Request
Pacific Highway East @ Ivy, Grant,
and Elm Streets (Canby)
Contract No. 9917
FAP No. HES-26(34)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time adjustment of an additional 40 calendar days is granted due to the extra work performed under Order for Extra Work No. 1.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Arvey Nelson w/att.
FHWA w/att.
Bruce Walton

TE/256

ON

INTEROFFICE MEMO

Ken Husby, Construction Engineer
Region 2

DATE: January 2, 1985

FROM: Arvey Nelson
Project Manger

REGION 2 OFFICE
RECEIVED
JAN 0? 1985
RLO ___ RE ___ RCE JH RME ___ RCM ___ RQS ___
RTS ___ RLS ___ RPC ___ RFS ___
RUS ___ RG ___ RSR ___

SUBJECT: Time Extension Request
Pacific Highway East at
Ivy, Grant, and Elm Streets (Canby)
Contract No. 9917

I concur with Region & Proj. Mgr and recommend a 40 C.D. time extension which eliminates all liquidated damages. The entire delay must be attributed to the late work done under EWO #1.
O. B.

Submitted for your review is a 41 day time extension request received from our contractor asking for increased contract time.

Contract work constituted the following:

1. Construct new traffic signal installation at the intersection of Hwy. 99E and Grant St.
2. Up grade existing Hwy. 99E traffic signs at both Ivy and Elm Streets.
3. Provide for railroad crossing safety improvements at each of the three intersections.
4. Total construction authorization $175,942.03.

The contract specified work be completed before the elapse of 45 calendar days at each intersection or no later than May 31,1985.

Contract work was completed July 10, 1985 with an assessment of 41 days liquidated damages.

Several factors were involved in extending the completion of the Canby signal work.

1. The contractor, W. R. Grasle Co., had scheduled completing the City of Woodburn Hardcastle traffic signal (contract 9899) simultaneously with the completion of the City of Canby work. The Hardcastle signal contract specified work be completed before the elapse of 60 days or no later than June 30, 1985. The City of Woodburn requested an early May completion to coincide with observing a nationally designated Public Works Week. The City planned Hardcastle to be the focal point for the Public Works Week celebration.

25-1387

I agree. Contractor cooperated fully with the city's & states request to concentrate on the Hardcastle project. KEH

Work on the Hardcastle signal was completed on May 21 as requested. On May 22 the City Public Works signal turn on ceremonies were well received by 150 local citizens. In accelerating the Hardcastle work however the Canby signal completion slipped a week. 7 days increased time recommended.

2. Grant signal turn on delayed from June 5 to June 19, 1985 due to late completion of State Force work on railroad right of way. 13 days increased time recommended.

True. Traffic stated no turn-on at Grant until RR "ptr" (part time restriction) for RR pre-empt was functional. KEH

NO

~~3. Ivy signal turn on delayed from June 11 to June 20, 1985 due to State Traffic Section not having signal personnel available for signal turn on. 9 days increased time recommended.~~

4. Elm signal turn on delayed from June 5 to July 10, 1985 due to extra work replacing existing strain poles with four new poles. 35 days increased time recommended.

I agree. Region insisted on this change. KEH

In summary I strongly recommend a 41 day time extension be granted on contract 9917 which will eliminate all assessed liquidated damages.

Enclosures:

Contractor progress chart
Letter from City of Woodburn
Summary of signal delays

cc: Construction Engr. w/o [illegible] order
and [illegible] above.
Approved [illegible]
Recommended 1/14/86
Kenneth E Husby [illegible]
[illegible]

cc: Nelson

March 6, 1986

CON 5
#9917

American Insurance Company
Attn: Fidelity and Surety Dept.
P.O. Box 3825
Portland, OR 97208

Contract No. 9917 awarded to W. R. Grasle Co. for traffic signals on the Pacific Highway East at Ivy, Grant & Elm Streets in Canby was completed on January 22, 1986, and accepted by the State Highway Division on February 25, 1986.

Final payment in the amount of $7,138.42 will be released to the contractor after March 12, 1986. The total contract amount is $139,872.56, including $9,091.29 for work performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: W. R. Grasle Co.
P.O. Box 4123
Portland, OR 97208

Fred S. James & Co. of Oregon
111 S.W. Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

NOTED ON CARD

CL 1986-0107
9917

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 10 1986
RA ROBERTS
Y OF STATE

March 6, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#9917

Capital Enterprise & Engineering Corp.
1230 20th St. S.E.
Salem, OR 97302

Attention: Edward T. Gossack

We have received your letter of February 12, 1986, filing a claim against the following Highway Division contract:

FILED BY: Capital Enterprise & Engineering Corp.

AMOUNT: $3,600 with interest

AGAINST (Prime Contractor): W. R. Grasle Co.

CONTRACT NO.: 9917

PROJECT: Pacific Highway East at Ivy, Grant, & Elm Streets in Canby

SURETY: The American Insurance Company

AGENT: Fred S. James & Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
5/20/86 CB

cc: W. R. Grasle Co.
437 N.W. 16th Ave.
P.O. Box 4123
Portland, OR 97208

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

RECEIVED
MAR 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

Capital Enterprise & Engineering Corp.

1230 20th St. S.E. • Salem, Oregon 97302 • (503) 363-9290

February 12, 1986

Mr. Robert Gormsen
Commission Services
Room 121, Transportation Bldg.
Salem, OR 97310

SUBJECT: Contract #9917 Pacific Hwy E. @ Ivy,
Grant, & Elm Streets (Canby)

Dear Mr. Gormsen;

In accordance with Section 107.28 of the Standard Specifications for Highway Construction 1984, we are placing a claim for past due invoices on this project.

Capital Enterprise & Engineering Corp. is a supplier to W. R. Grasle Co. for this project.

Invoice #505-102 for $3,600.00 dated 4/4/85 has not been paid. We are making a claim for this amount with accrued interest at 1 1/2% per month beginning 6/4/85.

Very truly yours,

E T Gossack

Edward T. Gossack

cc: W. R. Grasle
American Insurance Co.
Arvey Nelson, OSHD

RECEIVED
FEB 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9917

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9917

TO: Robert Gormsen
Manager, Commission Services

DATE: February 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9917, On Site Work Substantially Completed July 10, 1985

All Work Completed January 22, 1986

Project Pac. Hwy. E. @ Ivy, Grant & Elm Sts. (Canby)

Highway Pacific Highway East

County Clackamas

Type of Work Traffic Signals

Contractor W. R. Grasle Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-6-86 - Surety letter written.

noted RGormsen

RECEIVED
FEB 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

9917 N

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy East @ Ivy Grant & Elm Sts. (Canby)

WEEK ENDING: Jan. 18, 1986

SECTION PREFIX: 003-1073

HIGHWAY: Pacific

COUNTY: Clackamas

NAME OF JOB: Ivy, Grant, & Elm Streets

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: W.R. Grasle Co.

CONTRACT NUMBER: 9917

FEDERAL AID PROJECT NUMBER: HES - 26(34)

DATE OF CONTRACT: November 8, 1984

DATE WORK STARTED: March 18, 1985

ESTIMATED COMPLETION DATE: July 10, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 00 SUPERVISION: 0

SPECIFIED WORK DAYS: 000

SPECIFIED CALENDAR DAYS: 000

WORK DAYS USED: 00

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: May 31, 1985

PERCENT OF TIME ELAPSED: 130

PROJECT AUTHORIZATION: $ 175,842.03

EXCLUSIVE OF ENGINEERING: $ 161,990.68

ENGINEERING AUTHORIZATION: $ 13,951.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 182,000.00

ENGINEERING COST TO DATE: $ 16,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0.12 %

PERCENT OF AUTHORIZATION: 115.0 %

DATE PROJECT WAS COMPLETED: July 10, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Traffic Signal	
00	00	00	00	00	00	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	0.0	0.0	0.0	0.0	0.0
TOTAL QUANTITIES CORRECTED TO DATE	00cy	00tn	00tn	00tn	00.0tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	00cy	00tn	00tn	00tn	00.0tn
AVERAGE DAILY QUANTITIES	00cy	00tn	0	00tn	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

n/a

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	0000	0000	0000	0000	0000	0000		
PERCENT	00	00	00	00	00	00		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12	*******			
MONDAY 13	Cloudy			
TUESDAY 14	Cloudy			
WEDNESDAY 15	Showers			
THURSDAY 16	Showers			
FRIDAY 17	Showers			
SATURDAY 18	******			

CONTR. NO: 9917

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

DATE: Jan. 18, 1986

SUNDAY 12	No activity
13 MONDAY	No activity.
14 TUESDAY	No activity.
15 WEDNESDAY	No activity.
16 THURSDAY	No activity.
17 FRIDAY	No activity.
18 SATURDAY	No activity

REMARKS

STATUS: Contract work complete 7/10/85.
2nd Notice issued 7/10/85.
Semi-final data submitted to Region November 25, 1985
Last Report.

ANTICIPATE: Approve time extension request.

SIGNED ________ LOCATION ________
Salem

Arvey D. Nelson, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT [illegible] COPIES

SP*F216

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: January 9, 1986

TO: Oregon Transportation Commission

CON 5

3. a-j

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Pac. Hwy. East @ Ivy, Grant & Elm Streets (Canby) Section
Pacific East Highway, Clackamas County
Contract No. 9917

This federal-aid signal project in Canby has been completed and it is apparent that the final cost will exceed the project authorization by $35,200 or 20 percent.

Contract plans provided for new signals to be installed on span wires and to utilize the existing octagonal strain poles. The poles at the Elm Street Intersection developed excessive deflection when the new equipment was installed and replacement of the poles was required. Provision of new poles by State forces and installation by the contractor added more than $16,500 to the cost of the project.

The highway in this area is adjacent and parallel to the Southern Pacific railroad tracks. It was necessary for protection of the traveling public to provide interconnection with the railroad detection circuit and preemptive equipment to allow the system to function properly. Funding for a portion of this work was provided in the project authorization as an anticipated item, but actual costs exceeded the authorization by more than $18,700.

Three minor improvements to the signal system design included tethering of signs to maintain readability under windy conditions, provision of junction boxes which are structurally adequate to carry traffic in the pavement area, and substitution of a programmed signal head where required on a left turn lane location. These items combined to add more than $2,300 to the cost of the project.

Some additional engineering costs will also be incurred in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $35,200 to a new total of $211,142.03. This matter will be on the consent calendar for the January 21 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
W. G. Anhorn
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 9, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT:
Request for Increase in Project Authorization
Pac. Hwy. East @ Ivy, Grant & Elm Streets (Canby) Section
Pacific East Highway, Clackamas County
Contract No. 9917

This federal-aid signal project in Canby has been completed and it is apparent that the final cost will exceed the project authorization by $35,200 or 20 percent.

Contract plans provided for new signals to be installed on span wires and to utilize the existing octagonal strain poles. The poles at the Elm Street Intersection developed excessive deflection when the new equipment was installed and replacement of the poles was required. Provision of new poles by State forces and installation by the contractor added more than $16,500 to the cost of the project.

The highway in this area is adjacent and parallel to the Southern Pacific railroad tracks. It was necessary for protection of the traveling public to provide interconnection with the railroad detection circuit and preemptive equipment to allow the system to function properly. Funding for a portion of this work was provided in the project authorization as an anticipated item, but actual costs exceeded the authorization by more than $18,700.

Three minor improvements to the signal system design included tethering of signs to maintain readability under windy conditions, provision of junction boxes which are structurally adequate to carry traffic in the pavement area, and substitution of a programmed signal head where required on a left turn lane location. These items combined to add more than $2,300 to the cost of the project.

Some additional engineering costs will also be incurred in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $35,200. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: W. G. Anhorn A. D. Nelson B. M. Walton D. L. Trout

17c

FILE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(34)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40087

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 7 '86
REFER TO
Potter
FOR

RECEIVED
JAN 3 1986
TRAFFIC ENGINEERING

7. DATE AUTHORIZATION EFFECTIVE April 25, 1985

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1 E

10. GENERAL LOCATION:
Pacific Hwy East at Grant, Ivy and Elm Sts. (Canby)

11. GENERAL DESCRIPTION OF WORK
Install traffic signal preemption circuit

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4-25-85 as requested in Mr. Fredrickson's letter of 12-11-85 as being cost effective for the use of Southern Pacific Railroad Co. forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $3,000 - Federal Funds $2,700.

NOTED
RICHARD BLADORN

14. DATE 1/2/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hess

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

FILE 11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(34)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40087

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 7 '86
REFER TO Potter
FOR
Info | Inv. | Hold | D/R | Sign | Act | File

NOTED
L. E. GEORGE

RECEIVED
JAN 2 1986
TRAFFIC ENGINEERING

7. DATE AUTHORIZATION EFFECTIVE April 25, 1985

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Pacific Hwy East at Grant, Ivy and Elm Sts. (Canby)

11. GENERAL DESCRIPTION OF WORK
Traffic Signal Work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4-25-85 as requested in Mr. Fredrickson's letter of 12-11-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $8,000;
Federal Funds $7,200.

NOTED
RICHARD BLADORN

14. DATE 12/30/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(34)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40087

2A. COUNTY NAME Clackamas

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 25, 1985

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Pacific Hwy East at Grant, Ivy and Elm Sts. (Canby)

11. GENERAL DESCRIPTION OF WORK
Traffic Signal Work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4-25-85 as requested in Mr. Fredrickson's letter of 12-11-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $8,000; Federal Funds $7,200.

RECEIVED
STATE HWY ENGR
JAN 2 '86
REFER TO Potter
FOR
Info Invest R/O D/R Sign Act File

Orig to
1/2

14. DATE 12/30/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9917

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 6, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

NOTED
E. S. HUNTER

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-26(34)

Contract 9917, Work Completed 7-10-85

Project Pacific Hwy. E. @ Ivy, Grant & Elm Sts.(Canby)

Highway Pacific Highway East

County Clackamas

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Nov. 15, 1985

G. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
JAN 6 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Wm. Anhorn
B. M. Walton

CPC/FL4

RECEIVED
DEC

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26-34

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40087

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6-12-85

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Pacific Hwy. East at Grant, Ivy and Elm Sts. (Canby)

11. GENERAL DESCRIPTION OF WORK
State Furnished strain poles.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6-12-85 as requested in Mr. Fredrickson's letter of 7-16-85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $10,200 Federal Funds $9,180 subject to cost of State furnished materials being supported by documented costs.

RECEIVED
STATE HWY ENGR
JUL 31 '85
REFER TO
Potter
FOR

14. DATE 7/29/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7717

May 1, 1985

City of Canby
City Hall
Canby, OR 97013

AGR 4-1

Attention: Marilyn K. Perkett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement to upgrade traffic signals at Pacific Highway East at Elm and Ivy Streets, and install a new signal at Pacific Highway East at Grant Street.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: September 13, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Pacific Highway East @ Grant Street MP 21.28

Region 2 has requested a project to install traffic signals at the subject location.

Construction will be by contract. All phases of engineering will be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Pacific Highway East @ Grant Street (Canby) Clackamas County	$137,000	$123,300	$13,700

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

for L. E. GEORGE
Traffic Engineer

RHB
Attachments

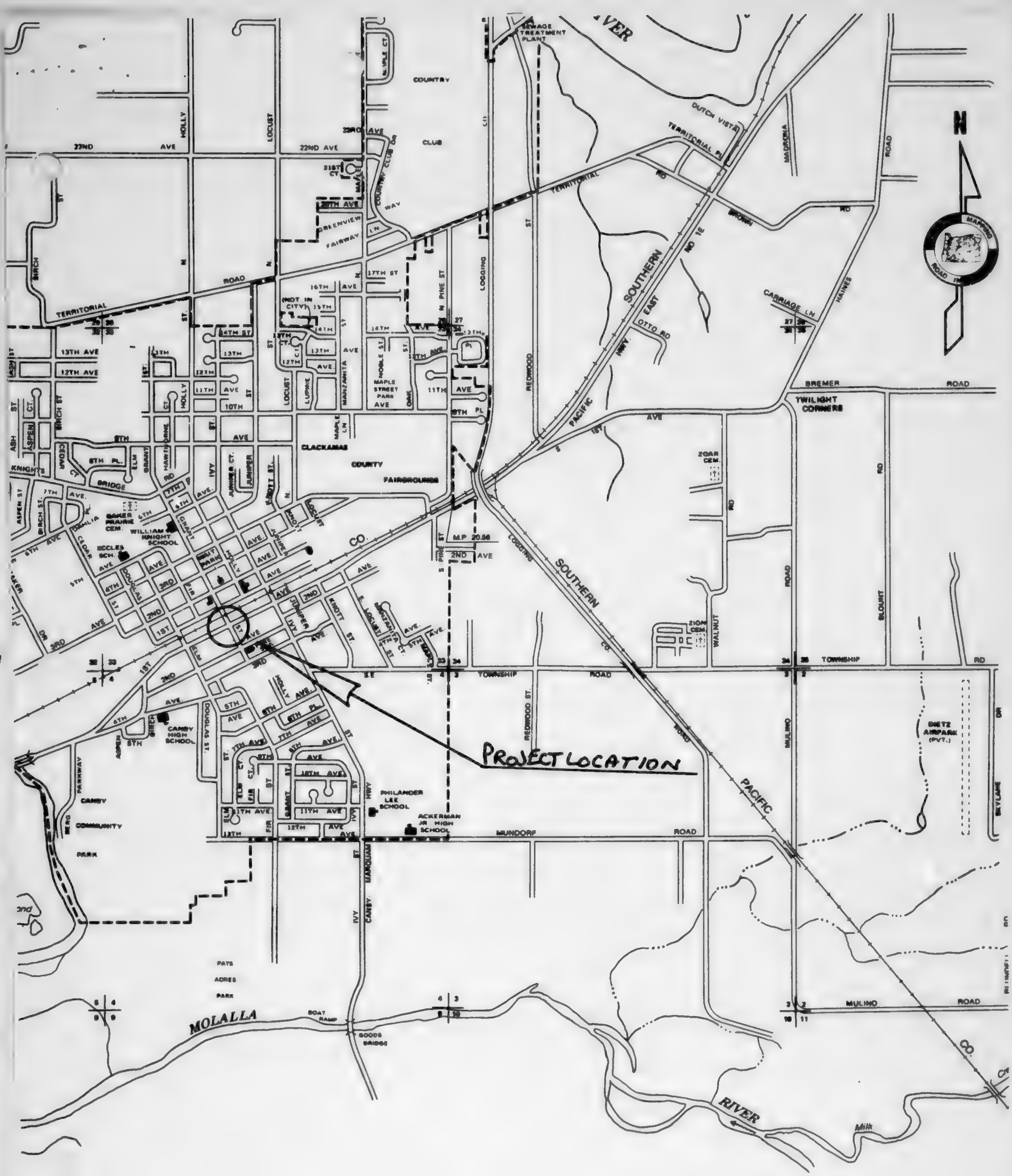
APPROVED:

H S Coulter
State Highway Engineer

DATE: 9-14-83

RECEIVED
STATE HWY ENGR
SEP 14 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File


PROJECT LOCATION
N
SEWAGE TREATMENT PLANT
RIVER
COUNTRY CLUB
22ND AVE
TERRITORIAL ROAD
TERRITORIAL RD
DUTCH VISTA
TERRITORIAL PL
BROWN RD
SOUTHERN PACIFIC
HWY 99 EAST
OTTO RD
CARRIAGE LN
HAINES
MADRONA
BREMER ROAD
TWILIGHT CORNERS
LOGGING RD
REDWOOD ST
N PINE ST
S PINE ST
M.P. 20.56
MAPLE STREET PARK
CLACKAMAS COUNTY FAIRGROUNDS
BAKER PRAIRIE CEM.
WILLIAM KNIGHT SCHOOL
ECCLES SCH.
ZOAR CEM.
ZION CEM.
WALNUT
SLOUGH RD
TOWNSHIP ROAD
TOWNSHIP RD
DIETZ AIRPARK (PVT.)
SKYLANE
CANBY HIGH SCHOOL
CANBY COMMUNITY PARK
PHILANDER LEE SCHOOL
ACKERMAN JR HIGH SCHOOL
MUNDORF ROAD
MULINO ROAD
MULINO RD
PATS ACRES PARK
MOLALLA RIVER
BOAT RAMP
GOODS BRIDGE
MILK CREEK
KNIGHTS BRIDGE RD
IVY
LOCUST
HOLLY
BIRCH ST
CANBY MARQUAM

T. 3-4 S.   R. 1 E.   W.M.

CANBY

AND VICINITY

CLACKAMAS COUNTY, OREGON

9917 1

ROW 18-2

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: February 28, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: RX 124
Crossing No. C-746.6

Elim sit.

Attached is a copy of Order No. 85-140 issued by the Public Utility Commissioner on February 22, 1985 relative to the above subject matter.

RDT:jr
Attachment

cc: Richard Arnold, FHWA - w/attachment
E. S. Hunter w/attachment
C. O. Fredrickson w/attachment
Don Adams w/attachment
J. L. Sollis w/attachment
*Arvey Nelson w/attachment
J. L. Gunter w/attachment
W. G. Anhorn w/attachment
L. E. George w/attachment

*NOTE TO NELSON: Please make arrangements with Gunter for a "DO NOT STOP ON TRACKS" sign to be supplied to SPTC.

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAR 1 '85
REFER TO
FOR

81-125-1387

RECE
FEB 27 1985
RR & UTILITY UNIT

ORDER NO. 85-140

ENTERED FEBRUARY 22 1985

PUC CROSSING NO. C-746.6
DOT CROSSING NO. 760 044 W

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

RX 124

In the Matter of the Application of)
OREGON DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION, for the authority,)
pursuant to ORS 763.030, to alter the)
protection at the railroad-highway)
grade crossing of Elm Street and) ORDER
Southern Pacific Transportation)
Company, Main Line, in Canby,)
Clackamas County, Oregon, by install-)
ing a traffic signal preemption system)
at the adjacent intersection of)
Pacific Highway 99E.)

On September 4, 1984, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed a letter application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter a railroad-highway grade crossing of Elm Street, a street under the jurisdiction of the City of Canby, and the main track, siding track, spur track, and right-of-way of Southern Pacific Transportation Company, Main Line, in Canby, Clackamas County, Oregon.

Comments to the application were made as follows: PUC staff by letters dated September 20 and November 30, 1984; Southern Pacific Transportation Company by letters dated October 25 and December 27, 1984; City of Canby by letter dated December 21, 1984; and applicant by letter dated December 10, 1984. Applicant amended its application by letter dated November 27, 1984.

Copies of the application, amendments, and responses thereto were duly served upon Southern Pacific Transportation Company, Clackamas County, City of Canby, and applicant. No objection by any party has been made to the granting of the application as amended.

The railroad tracks and Pacific Highway East 99E lie in a general northeast-southwest orientation in the vicinity of the Elm Street crossing, and Elm Street lies in a general northwest-southeast direction. In the interest of clarity, the descriptions in this order will assume the railroad tracks and Pacific Highway East 99E lie north and south, and that Elm Street is oriented east and west.

PUC Order No. 75-654, in Docket SXF 734, entered August 5, 1975, authorized the existing cantilevered flashing light and automatic gate signals at the Elm Street crossing and the existing roadway width of 44 feet, consisting, from north to south, of two 10-foot travel lanes and two 12-foot travel lanes.

Applicant proposes to alter the existing traffic signals at the intersection of Pacific Highway East (99E) and Elm Street. The traffic signals will be interconnected with the existing automatic protective devices at the Elm Street crossing to provide a train preemption phase in the operation of the traffic signals, which will include a vehicle "clear-out" phase to move stopped vehicles out of the track area. The train preemption cycle will be supplemented with a part-time fiber optic "PROCEED ON FLASHING YELLOW" signal for eastbound traffic on Elm Street. There will also be a part-time "NO RIGHT TURN" restriction signal for southbound traffic on 99E. A cantilevered part-time "STOP HERE" restriction signal will be located westerly of the tracks on Elm Street. This signal will be located in such a manner that it will not obstruct a motorists' view of the automatic protective devices installed at the crossing. Applicant further proposes to alter the lane configuration of Elm Street through the crossing from four lanes to three lanes, consisting, from north to south, of a 15-foot travel lane, a 14-foot left-turn only lane, and a 15-foot travel lane. The change in lane configuration will require adjustment in the length of the automatic gate arms presently installed at the crossing.

Due consideration has been given to all representations in the application, amendments, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

The Commissioner finds that the interconnection of the automatic protective devices at the crossing with the traffic signals at the adjacent intersection as requested herein is required by the public safety, convenience, and general welfare.

Based upon the amended application, files, and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the grade crossing as requested herein is hereby granted.

2. Applicant shall:

   a. Furnish, install, and maintain an interconnection between the existing traffic signals at the adjacent intersection of Highway 99E and Elm Street and the railroad signal case for the existing automatic protective devices at the Elm Street crossing, to provide a train preemption cycle with a "clear-out" phase for eastbound traffic in the operation of the traffic signals, in accordance with Oregon State Highway Division Drawing No. 8819, dated September 1984, supplemented with part-time restriction signals consisting of: a "NO RIGHT TURN" signal, facing southbound Highway 99E traffic, and a fiber optic "PROCEED ON FLASHING YELLOW" signal, facing eastbound Elm Street traffic, and bear all the cost thereof;

   b. Restripe Elm Street from four lanes to three lanes as described above in the body of this order, and bear all the cost thereof;

   c. Bear all the cost of interconnecting the automatic protective devices at the crossing and the traffic signals installed at the adjacent intersection of Elm Street and Highway 99E;

   d. Bear all the cost of adjusting the length of the automatic gate arms to conform with the three-lane roadway configuration and of installing the "DO NOT STOP ON TRACKS" sign ordered herein;

   e. Furnish one "DO NOT STOP ON TRACKS" sign, plus replacements as needed, to be installed and maintained as ordered in paragraph 3.c. herein, and bear all the cost thereof; and

f. Ensure compliance with all provisions of OAR 860-42-116.

3. Southern Pacific Transportation Company shall:

   a. Subject to reimbursement as provided herein, provide appropriate interconnection within the railroad signal case, between the grade crossing protective devices at the crossing and the existing traffic signals at the adjacent intersection of Elm Street and Pacific Highway East 99E;

   b. Subject to reimbursement as provided herein, adjust the length of the automatic gate arms to accommodate the change in lane configuration of Elm Street from four to three lanes;

   c. Subject to reimbursement as provided herein, install the "DO NOT STOP ON TRACKS" sign ordered in paragraph 2.e. on the cantilevered arm of the Standard No. 2B cantilevered flashing light signal in the southwest quadrant of the crossing, facing eastbound Elm Street traffic, in accordance with OAR 860-42-070(14)(c); and

   d. Maintain the interconnection circuitry located inside the railroad signal case, and maintain the "DO NOT STOP ON TRACKS" sign ordered herein, and bear all the cost thereof.

4. Each party shall notify the Commissioner upon completion of its portion of the project.

All previous orders of the Commissioner, and the provisions thereof, which concern or pertain to the construction, maintenance, protective devices, or the operation of trains over the Elm Street grade crossing, shall continue in full force and effect, with the exception of any terms therein which conflict with the terms of this order.

Made, entered, and effective Feb. 22, 1985.

Gene Maudlin
GENE MAUDLIN
Public Utility Commissioner

9917

ROW 18-2

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: February 28, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: RX 123
Crossing No. C-746.8

Attached is a copy of Order No. 85-141 issued by the Public Utility Commissioner on February 22, 1985 relative to the above subject matter.

RDT:jr
Attachment

cc: Richard Arnold, FHWA - w/attachment
E. S. Hunter w/attachment
C. O. Fredrickson w/attachment
Don Adams w/attachment
J. L. Sollis w/attachment
L. E. George w/attachment
*Arvey Nelson w/attachment
J. L. Gunter w/attachment
W. G. Anhorn w/attachment

*NOTE TO NELSON: Please make arrangements with Gunter for a "DO NOT STOP ON TRACKS" sign to be supplied to SPTC.

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAR 1 '85
REFER TO
FOR

81-125-1387

RECEIVED
FEB 27 1985
RR & UTILITY UNIT

ORDER NO. 85-141

ENTERED FEBRUARY 22 1985

PUC CROSSING NO. C-746.8
DOT CROSSING NO. 760 043 P

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

RX 123

In the Matter of the Application of OREGON DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, for the authority, pursuant to ORS 763.030, to alter the protection at the railroad-highway grade crossing of Grant Street and Southern Pacific Transportation Company, Main Line, in Canby, Clackamas County, Oregon, by installing a traffic signal preemption system at the adjacent intersection of Pacific Highway 99E.	ORDER

On September 4, 1984, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed a letter application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter a railroad-highway grade crossing of Grant Street, a street under the jurisdiction of the City of Canby, and the main track, siding track, spur track, and right-of-way of Southern Pacific Transportation Company, Main Line, in Canby, Clackamas County, Oregon.

Comments to the application were made as follows: PUC staff by letters dated September 20 and November 30, 1984; Southern Pacific Transportation Company by letters dated October 25 and December 27, 1984; City of Canby by letter dated December 21, 1984; and applicant by letter dated December 10, 1984. Applicant amended its application by letter dated November 27, 1984.

Copies of the application, amendments, and responses thereto were duly served upon Southern Pacific Transportation Company, Clackamas County, City of Canby, and applicant. No objection by any party has been made to the granting of the application as amended.

The railroad tracks and Pacific Highway East 99E lie in a general northeast-southwest orientation in the vicinity of the Grant Street crossing, and Grant Street lies in a general northwest-southeast direction. In the interest of clarity, the descriptions in this order will assume the railroad tracks and Pacific Highway East 99E lie north and south, and that Grant Street is oriented east and west.

PUC Order No. 75-653, in Docket SXF 733, entered August 5, 1975, authorized the existing cantilevered flashing light and automatic gate signals at the Grant Street crossing and the existing roadway width of 44 feet, consisting from north to south of two 10-foot travel lanes and two 12-foot travel lanes.

Applicant proposes to install traffic signals at the intersection of Pacific Highway East (99E) and Grant Street. The traffic signals will be interconnected with the existing automatic protective devices at the Grant Street crossing to provide a train preemption phase in the operation of the traffic signals, which will include a vehicle "clear-out" phase to move stopped vehicles easterly out of the track area. The "clear-out" phase will be supplemented with a part-time fiber optic "PROCEED ON FLASHING YELLOW" signal for eastbound traffic on Grant. There will also be a part-time "NO RIGHT TURN" restriction signal for southbound traffic on 99E. A cantilevered part-time "STOP HERE" restriction signal will be located westerly of the tracks on Grant Street. This signal will be located in such a manner that it will not obstruct a motorists' view of the automatic protective devices installed at the crossing. Applicant further proposes to change the lane configuration of Grant Street from four lanes to three lanes, consisting, from north to south, of a 15-foot travel lane, a 14-foot left-turn only lane, and a 15-foot travel lane. The change in lane configuration will require adjustment in the length of the automatic gate arms presently installed at the crossing.

Due consideration has been given to all representations in the application, amendments, and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

The Commissioner finds that the interconnection of the automatic protective devices at the crossing and the traffic signals at the adjacent intersection as requested herein is required by the public safety, convenience, and general welfare.

Based upon the amended application, files, and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions.

IT IS THEREFORE ORDERED that:

1. The authority to alter the grade crossing as requested herein is hereby granted.

2. Applicant shall:

    a. Furnish, install, and maintain an interconnection between the traffic signals to be installed at the adjacent intersection of Highway 99E and Grant Street and the railroad signal case for the existing automatic protective devices at the Grant Street crossing to provide a train preemption cycle with a "clear-out" phase for eastbound traffic in the operation of the traffic signals, in accordance with Oregon State Highway Division Drawing 8819, dated September 1984, supplemented with part-time restriction signals consisting of: a "NO RIGHT TURN" signal, facing southbound Highway 99E traffic and a fiber optic "PROCEED ON FLASHING YELLOW" signal, facing eastbound Grant Street traffic, and bear all the cost thereof;

    b. Restripe Grant Street from four lanes to three lanes as described above in the body of this order, and bear all the cost thereof;

    c. Bear all the cost of interconnecting the automatic protective devices at the crossing and the traffic signals at the adjacent intersection of Grant Street and Highway 99E;

    d. Bear all the cost of adjusting the length of the automatic gate arms to conform with the three-lane roadway configuration and of installing the "DO NOT STOP ON TRACKS" sign ordered herein;

    e. Furnish one "DO NOT STOP ON TRACKS" sign, plus replacements as needed, to be installed and maintained as ordered in paragraph 3.c. herein, and bear all the cost thereof; and

f. Ensure compliance with all provisions of OAR 860-42-116.

3. Southern Pacific Transportation Company shall:

   a. Subject to reimbursement as provided herein, provide appropriate interconnection within the railroad signal case, between the grade crossing protective devices at the crossing and the traffic signals to be installed at the adjacent intersection of Grant Street and Pacific Highway East 99E;

   b. Subject to reimbursement as provided herein, adjust the length of the automatic gate arms to accommodate the change in lane configuration of Grant Street from four to three lanes;

   c. Subject to reimbursement as ordered herein, install the "DO NOT STOP ON TRACKS" sign ordered in paragraph 2.e. on the cantilevered arm of the Standard No. 2B cantilevered flashing light signal in the southwest quadrant of the crossing, facing eastbound traffic, in accordance with OAR 860-42-070(14)(c); and

   d. Maintain the interconnection circuitry located inside the railroad signal case, and maintain the "DO NOT STOP ON TRACKS" sign ordered herein, and bear all the cost thereof.

4. Each party shall notify the Commissioner upon completion of its portion of the project.

All previous orders of the Commissioner, and the provisions thereof, which concern or pertain to the construction, maintenance, protective devices, or the operation of trains over the Grant Street grade crossing, shall continue in full force and effect, with the exception of any terms therein which conflict with the terms of this order.

Made, entered, and effective Feb. 22, 1985.

Gene Maudlin
GENE MAUDLIN
Public Utility Commissioner

klm/0143I

ROW 18-2

STATE OF OREGON

INTEROFFICE MEMO

TO: Robert Gormsen
Commission Services

DATE: February 19, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Crossing N[illegible]-746.60 & C-746.80
Elm St. and [illegible]ant St.
Clackamas County
ODOT Agreement No. RR-1177
Project No. HES-26(34)

RAILROAD COMPANIES
FILE No. 1111

Attached is the State's fully-executed counterpart of a Service Contract between the Southern Pacific Transportation Company and the Oregon Department of Transportation, Highway Division, calling for the adjustment of grade crossing protection devices at the subject grade crossing.

RT:jr
attachment

cc: D. E. Wilken, FHWA w/copy
C. O. Fredrickson w/copy
Dick Bladorn w/copy
V. E. Skoog w/copy - ATTN: Rose Wickham
Don Trout w/copy (2)
W. G. Anhorn w/copy (2)
Arvey Nelson w/copy

Noted in agreement book 3-6-85

RECEIVED
FEB 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-26(34)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40087

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
1/18/85

8. FEDERAL ROUTE NUMBER
Primary 26

9. STATE ROUTE NUMBER
Primary 1E

10. GENERAL LOCATION

Pacific Highway East at Grant, Ivy and Elm Streets (Canby) Section

11. GENERAL DESCRIPTION OF WORK

At grade crossings #746.80 and C-746.60 provide traffic signal preemption circuit and adjust gates

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's 1/24/85 letter you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation Company approved by the Highway Division on 1/18/85 at a total estimated cost of $3,000; Federal Funds $2,550.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
FEB 7 '85
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act File

14. DATE
2/5/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hessner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: January 24, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Proposed Railroad Agreement
Project No. HES-26(34)
Pacific Hwy. E. @ Grant, Ivy & Elm Sts. (Canby)
Marion County

I request your approval of the proposed agreement with Southern Pacific Transportation Company which was approved by the Highway Division on January 18, 1985. The estimated cost for work by the railroad is $3,000 and involves the installation of a traffic signal preemption circuit and the adjustment in the length of the drop arm gates at the Grant and Elm Street crossings.

I further request authorization to proceed with work by the railroad at an estimated total cost of $3,000 with federal funds of $2,700.

CL:bkb
cc: R. Trygstad
R. Bladorn
General Files

Form 734-3122

9711

TKr 7.6-1
[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: Files

DATE: Nov. 14, 1984

FROM: ES Hunter for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 1, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened Nov. 1, 1984 on the following projects:

1. Pacific Highway East at Ivy, Grant & Elm Streets (Canby)
   Pacific Highway East, Clackamas County
   Traffic Signals
   Pedestrian signals and bicycle sensitive detector loops to be installed at these intersections.

2. Greenwood Avenue U'xing @ Division Street (Bend)
   Central Oregon Highway, Deschutes County
   Grading, Paving & Structure
   Four eleven-foot lanes with shoulders varying from ten to four feet. Sidewalks variable from four to eight feet available for bicycle and pedestrian traffic.

3. Lakeshore Drive - Deer Creek (Selma)
   Redwood Highway, Josephine County
   Grading & Paving
   Twelve to fourteen-foot lane with sixteen-foot left turn median lane. Six to eight-foot shoulders are available for bicycle/pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Klamath River (Keno) Bridge
   Green Springs Highway, Klamath County
   Grading, Paving & Structure
   Twelve-foot lanes with eight-foot shoulders and a six-foot sidewalks on the structure. Shoulders are available for bicyclists.

5. Territorial Hwy. at Lawrence Rd.
   Territorial Highway, Lane County
   Grading & Paving
   Left turn median construction. Twelve-foot lanes. Four-foot shoulders available for bicycle and pedestrian traffic.
   Same as No. 3.

6. SW 65th Ave. - SW Capitol Hwy.
   Beaverton - Hillsdale Highway, Multnomah County
   Grading & Paving
   Existing multi-lane highway will be widen to provide four to six-foot shoulders and six-foot sidewalks. Shoulders will be designated as bike lanes.

7. Pine Grove Rock Production
   Wapinetia Highway, Wasco County
   Aggregate Crushing
   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Shaniko Rock Production
   Shaniko - Fossil Highway
   Aggregate Crushing
   Same as No. 7.

9. Hole In the Wall
   Baker-Copperfield Highway, Baker County
   Grading
   Slide Correction. Temporary alignment
   Bicycle trails and foot path will not be constructed at this time but may share roadway with traffic.

HSC/cm

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

Tra 7-6-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(34) Canby

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-16-84

4. PROGRAM NO.

5. ITEM NO. 40087

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig w/ att to 10/18

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO Potter
FOR

Info	Inve	R/D	O/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/10/84	Primary 26	Primary 1E

10. GENERAL LOCATION:

Pacific Highway East at Grant, Ivy and Elm Streets (Canby) Section

11. GENERAL DESCRIPTION OF WORK

Traffic Signal.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 9/24/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 10/8/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $180,925; Federal Funds $162,832.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/16/84	G. K.	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

I a 7-6-1
Canby

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(34)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-5-84

4. PROGRAM NO.

5. ITEM NO. 40087

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 9 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE 10/1/84

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

Pacific Hwy East at Grant, Ivy & Elm Streets (Canby) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's PR-9 dated 9/26/84 the program change is approved as follows:

1. Project Location: Change to SR 99E, Elm, Grant, and Ivy Streets (Canby)

2. Character of Proposed Work:
   A. Withdraw Right-of-Way Phase.
   B. Add to scope of work upgrading of signals at Elm and Ivy Streets; intertie signals together with railroad.

14. DATE 10/5/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

File 7-6-1
Canby

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

NOTED
H. S. COULTER

September 4, 1984

Mr. David Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

File 7-12-1
Canby

Elm Street (Crossing No. C-746.60) &
Grant Street (Crossing No. C-746.80)
City of Canby

Dear Dave:

We will soon be letting a contract to revise the traffic signals at the Pacific Highway East at Elm Street in Canby. The new traffic signals will be interconnected with the railroad signals. We will also be installing a traffic signal at the Grant Street intersection with the Pacific Highway East. These signals will also be interconnected with the railroad signals.

Please accept this letter as an application for these interconnections. Attached you will find ten copies of the signal plans for these intersections as well as the pre-emption matrixes.

Cordially,

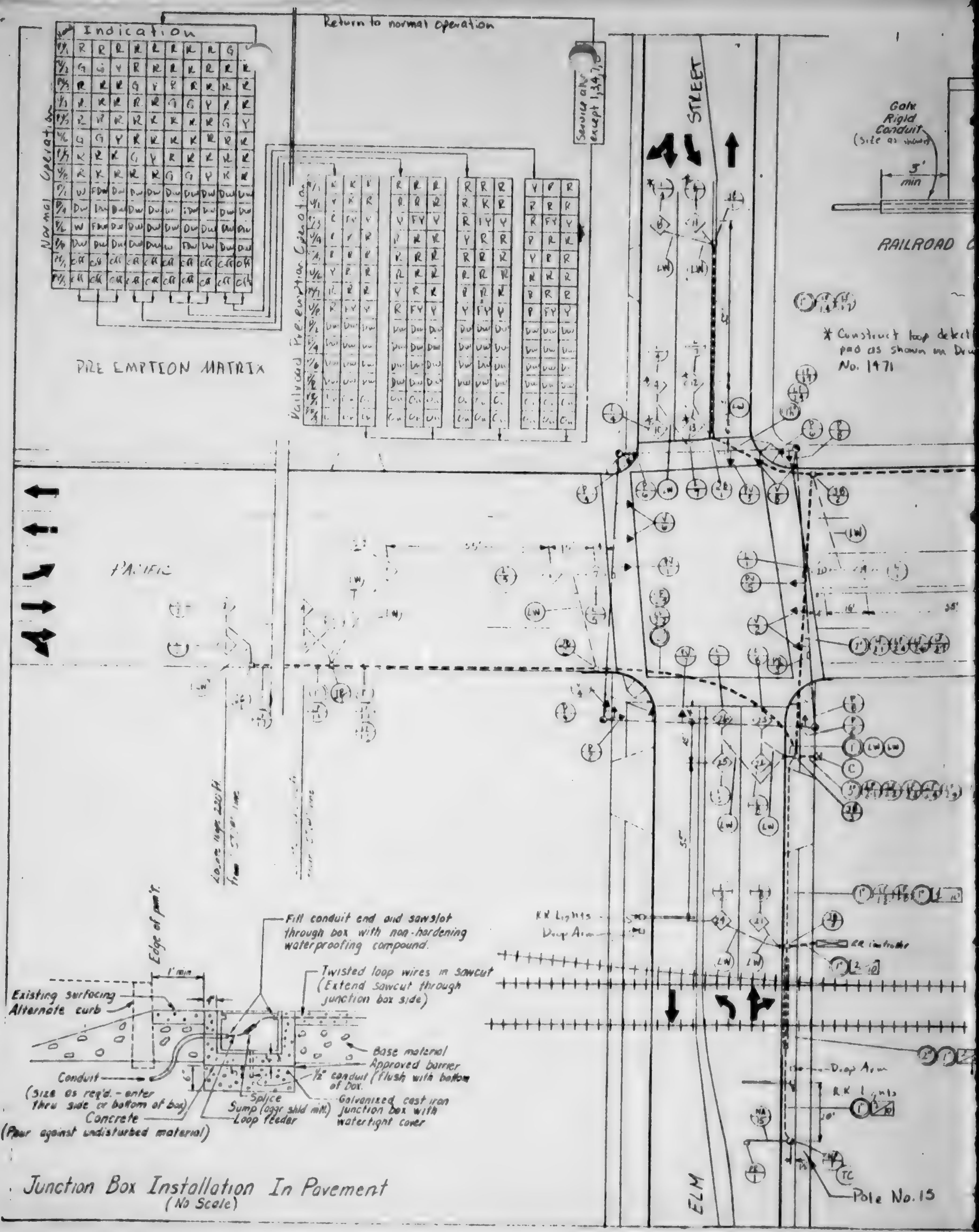
Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/nv
Attachment
cc: H. S. Coulter - w/copy
D. O. Christensen - w/copy
J. L. Sollis - w/copy
L. E. George - w/copy

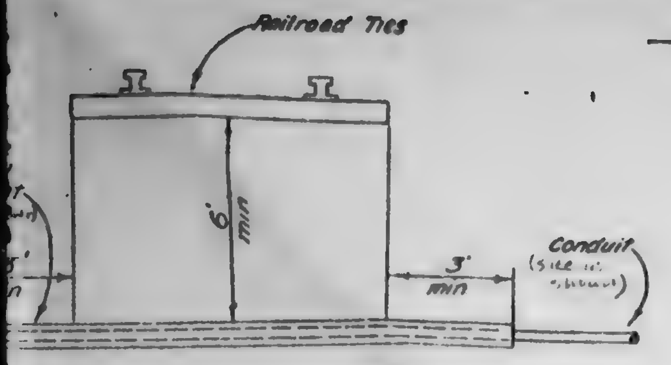
RECEIVED
STATE HWY ENGR
SEP 5 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

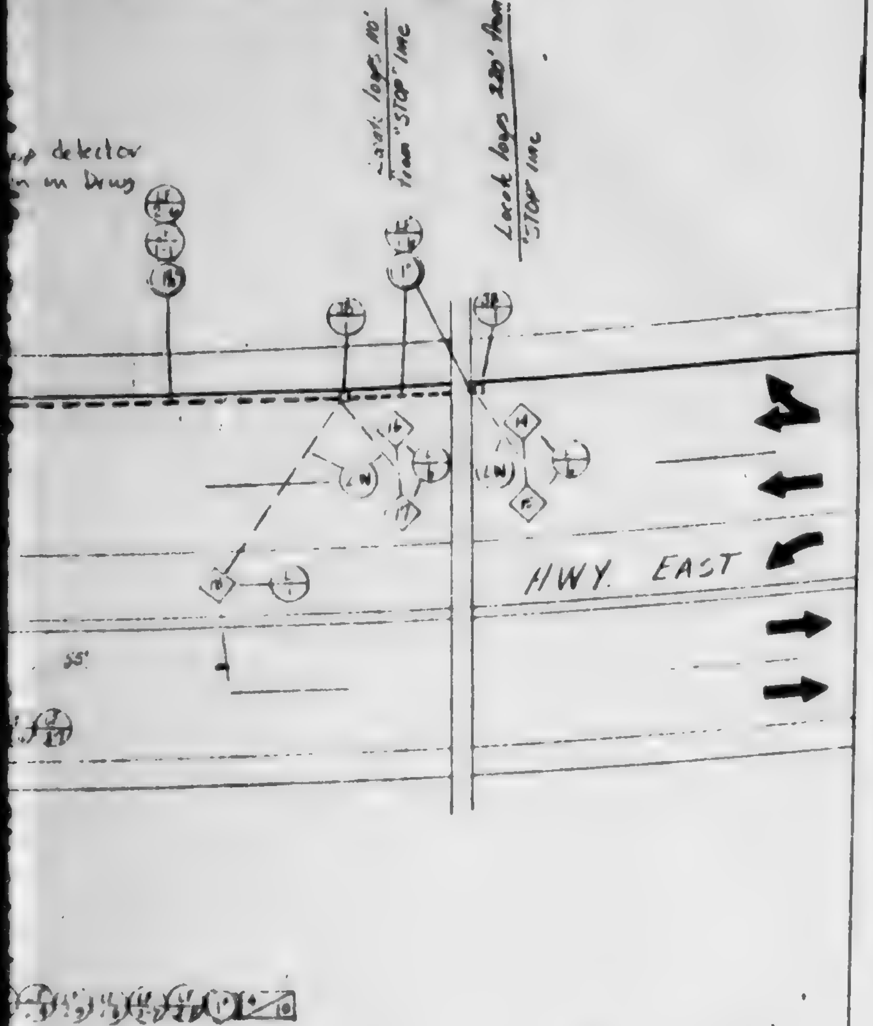
Form 734-3122

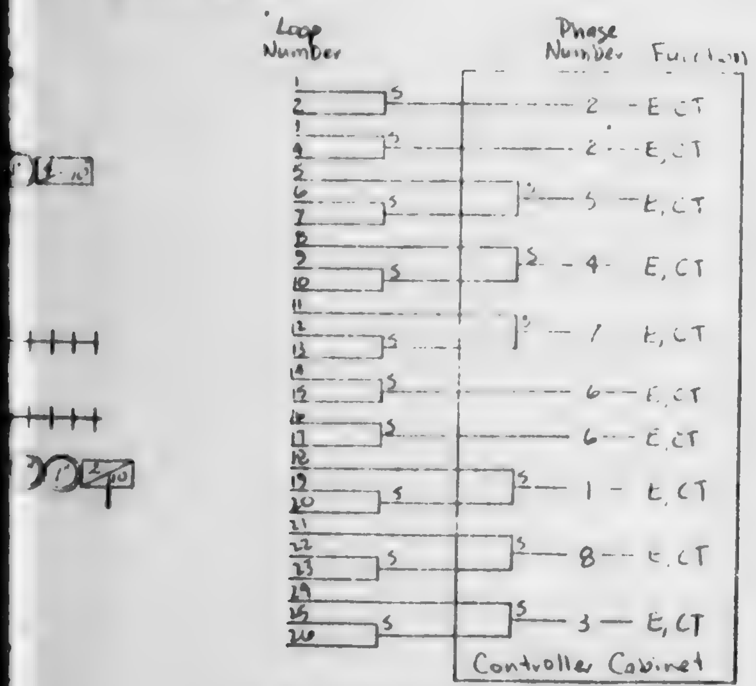

Return to normal operation
Indication
Normal Operation
PRE EMPTION MATRIX
Railroad Pre-emption Operation
Service all except 1,3,4,7,8
STREET
PACIFIC
ELM
Galv. Rigid Conduit (size as shown)
5' min
RAILROAD C
* Construct loop detect
pad as shown on Dr
No. 1471
RR Lights
Drop Arm
RR controller
Pole No. 15
TC
Edge of pav't.
1' min
Fill conduit end and sawslot through box with non-hardening waterproofing compound.
Twisted loop wires in sawcut (Extend sawcut through junction box side)
Existing surfacing
Alternate curb
Base material
Approved barrier
½" conduit (flush with bottom of box)
Conduit
(Size as req'd. - enter thru side or bottom of box)
Concrete
(Pour against undisturbed material)
Splice
Sump (aggr. shld mtl.)
Loop feeder
Galvanized cast iron junction box with watertight cover

Junction Box Installation In Pavement
(No Scale)


Railroad Ties
6' min
3' min
Conduit (size as shown)

ROAD CONDUIT UNDERCROSSING

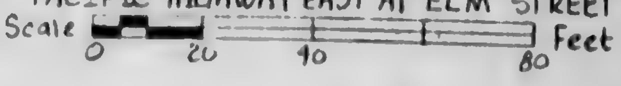

loop detector
on Drwg
Lock loops 10' from "STOP" line
Lock loops 220' from "STOP" line
LW
HWY. EAST
55'


Loop Number
Phase Number
Function
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
S
2 E, CT
2 E, CT
5 E, CT
4 E, CT
7 E, CT
6 E, CT
6 E, CT
1 E, CT
8 E, CT
3 E, CT
Controller Cabinet

E: Extension, CT: Count, S: Series
Center all loops in travel lanes.
See Drwg. 1971 for loop detector details

Loop Detector Wiring Diagram

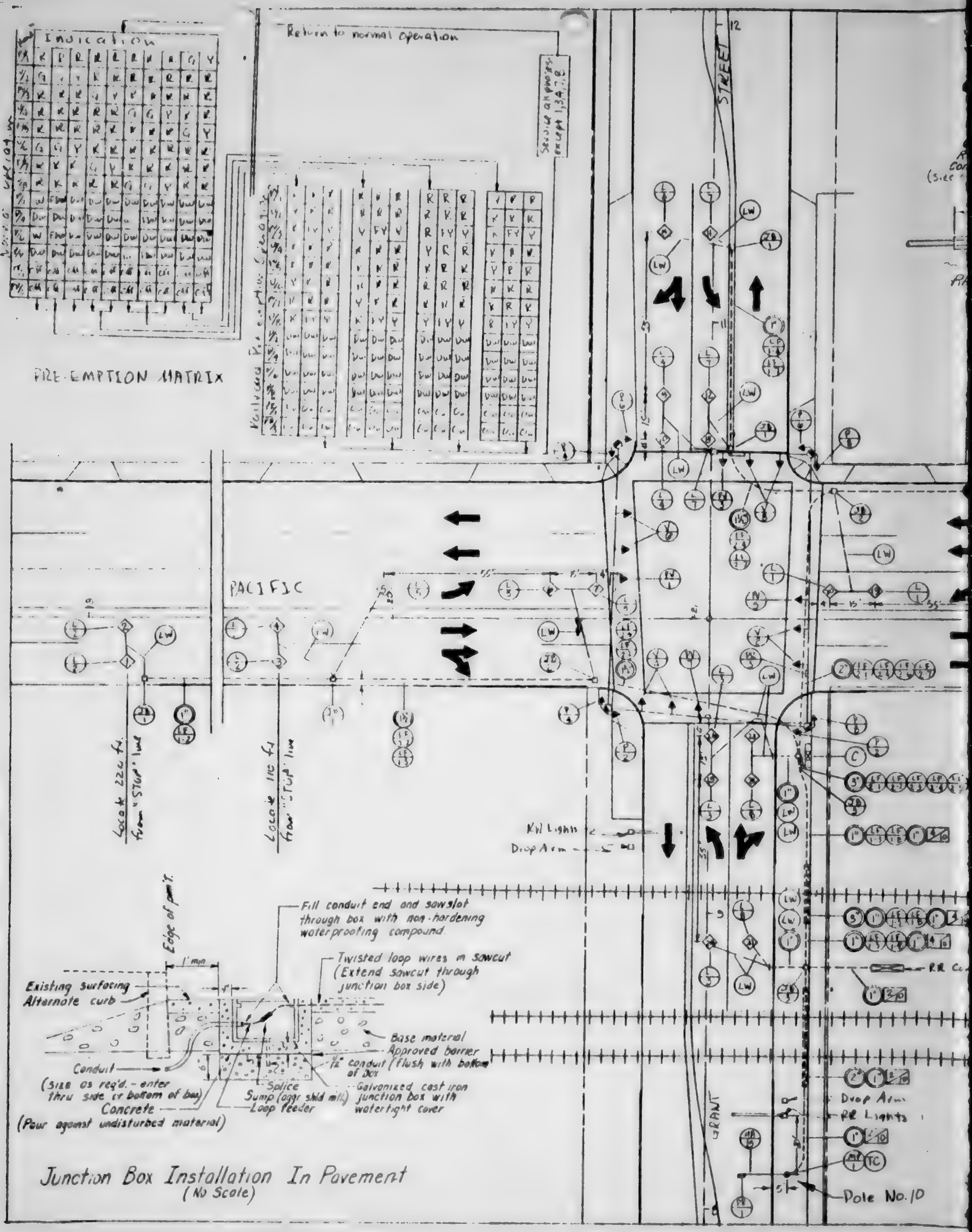
RAILROAD PRE-EMPTION AND DETECTOR PLAN
PACIFIC HIGHWAY EAST AT ELM STREET


Scale
0
20
40
80
Feet

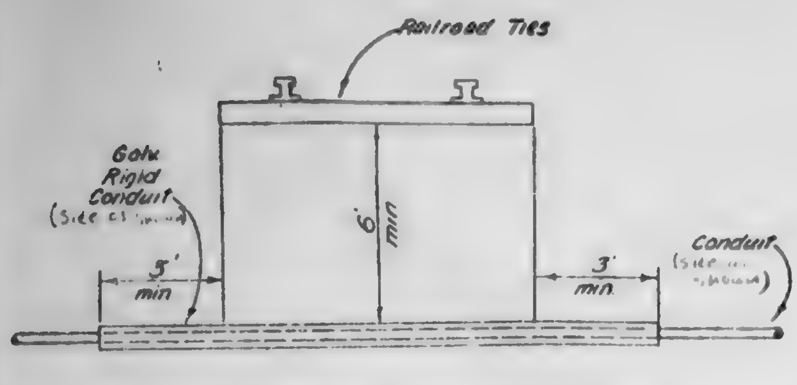
LEGEND

(C) Signal controller
Install type (T) standard traffic signal mast arm pole
Install (L) ft traffic signal mast arm
Phase (Ph) vehicle signal
Phase (Ph) programmed vehicle signal
Phase (Ph) pedestrian signal
Install "STOP HERE" part time restriction sign
"NO RIGHT TURN" part time restriction sign
(TC) Install terminal cabinet
(TB) Install 8"x12"x6" galv cast iron junction box with gasketed galv cast iron cover
(JH) Install 12"x16"x6" galv cast iron junction box with gasketed galv. cast iron cover
Install precast concrete junction box with galv. cast iron cover (See Dwg 1971)
Install phase (Ph) vehicle detector loop
Install (x) phase (Ph) loop feeder cables
(LW) Install 2 No 14 THWN wires twisted 4 to 6 turns per foot from loop to junction box
Install (N) No (G) type THW wires
Install (S) inch electrical conduit

T: Type shown
L: Length shown
Ph Phase shown
X = Number of cables shown

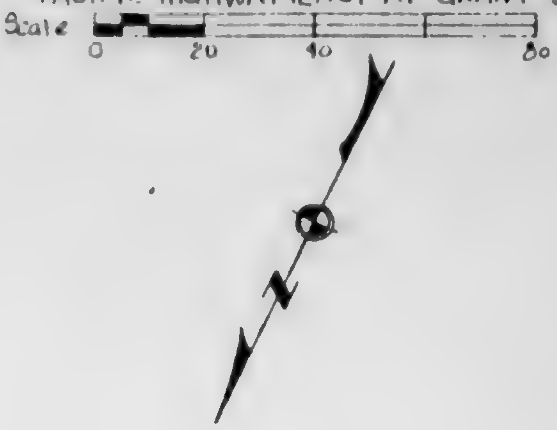

Indication
PRE-EMPTION MATRIX
Return to normal operation
Service all phases except 1,3,4,7,8
PACIFIC
GRANT
STREET
Locate 220 ft from "STOP" line
Locate 110 ft from "STOP" line
RR Lights
Drop Arm
Drop Arm
RR Lights
Pole No. 10
Edge of pav't.
1' min
Fill conduit end and sawslot through box with non-hardening waterproofing compound.
Twisted loop wires in sawcut (Extend sawcut through junction box side)
Existing surfacing
Alternate curb
Base material
Approved barrier
1½" conduit (flush with bottom of box)
Conduit
(Size as req'd. - enter thru side or bottom of box)
Concrete
(Pour against undisturbed material)
Splice
Sump (aggr shld mtl)
Loop feeder
Galvanized cast iron junction box with watertight cover

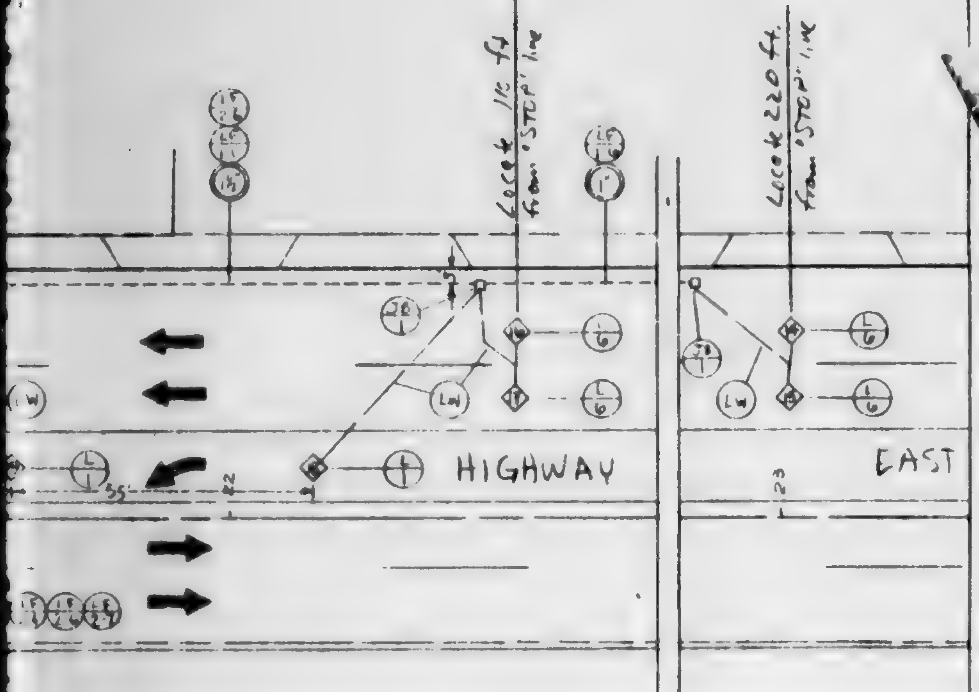
Junction Box Installation In Pavement
(No Scale)

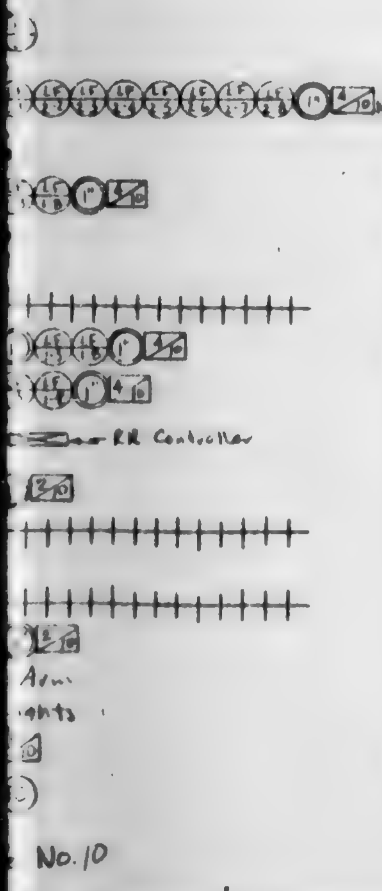

Railroad Ties
Galv. Rigid Conduit (Size as shown)
5' min
6' min
3' min.
Conduit (Size as shown)

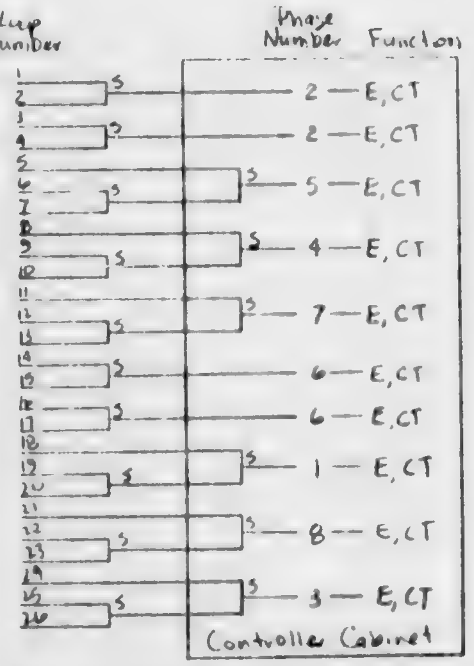
RAILROAD CONDUIT UNDERCROSSING

RAILROAD PREEMPTION AND DETECTOR PLAN
PACIFIC HIGHWAY EAST AT GRANT STREET


Scale
0
20
40
80
N


Locate 110 ft. from "STOP" line
Locate 220 ft. from "STOP" line
LW
HIGHWAY
EAST
55'
22
23


RR Controller
Arm
ghts
No. 10


Loop Number
Phase Number
Function
2 — E, CT
2 — E, CT
5 — E, CT
4 — E, CT
7 — E, CT
6 — E, CT
6 — E, CT
1 — E, CT
8 — E, CT
3 — E, CT
S
Controller Cabinet

E: Extension, CT: Count, S = Series
Center all loops in travel lanes.
See Drwg 1971 for loop detector details
Loop Detector Wiring Diagram

LEGEND

- (C) Signal controller - see signal plan
- Install type (T) standard traffic signal mast arm pole
- Install (L) ft. traffic signal mast arm
- Phase (Ph) vehicle signal
- Phase (Ph) programmed vehicle signal
- Phase (Ph) pedestrian signal
- Install "STOP HERE" part time restriction sign
- "NO RIGHT TURN" part time restriction sign
- (TC) Install terminal cabinet
- Install 8"x6"x6" galv. cast iron junction box with gasketed galv. cast iron cover
- Install 12"x10"x6" galv. cast iron junction box with gasketed galv. cast iron cover
- Install precast concrete junction box with galv. cast iron cover (See Drwg 1971)
- Install phase (Ph) vehicle detector loop
- Install (X) phase (Ph) loop feeder cables
- (LW) Install 2 No. 14 THWN wires twisted 4 to 6 turns per foot from loop to junction box
- Install (N) No. (G) type THW wires
- Install (S) inch electrical conduit

T= Type shown
L= Length shown
Ph= Phase shown
X= Number of cables shown

1. to Redisl 1-1938-91

Tra 7-6-1

117 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(34) Ca. Sy

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40087

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/13/84

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
Grant Street (Canby) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 4/6/84 I approve the revised preliminary engineering costs to a TEC of $17,800, Federal Funds $16,020.

(Increase TEC $5,800, Federal Funds $5,220)

RECEIVED
STATE HWY ENGR
APR 30 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Omgth
4/30

14. DATE 4/13/84

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hosner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9917

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Clackamas Co.

SEE INSTRUCTIONS ON REVERSE

SECTION	GRANT STREET (CANBY)
KEY ID#	
REGION	2
HWY. # 1E	SURVEY AUTHORITY
AUTHORIZATION NO.	2
PREFIX	3-1938
DATE	4/02/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 7,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		300
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2,500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		300	932 RAILROAD & UTILITIES					

TOTALS	$	$ 17,800
PREVIOUS AUTHORIZATION		$ 12,000
ADD. AUTH. REQUIRED		$ 5,800

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
HES - 26(34)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for signal installation.

Survey to include retracement of existing right of way centerline.

Additional cost necessary due to difficulty in surveying retracement of right of way.

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/9/84
RECOMMENDED, REGION ENGINEER X	DATE 4-2-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 4-6-84
RECOMMENDED, LOCATION ENGINEER X Frank E. [illegible]	DATE 4/5/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

1 Versteeg ✓
Anderson
cy Ayd Adams
M cy Macnab
2 Edwards E
Terpin
3 Trout VA
4 Wakerlig

RECEIVED
MAY 9 1964
ROAD DESIGN
SECTION

Do Not File ☐
Return to
Bring Up / /
Action

1E

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Clackamas Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
~~Pacific Hwy, E.~~ @ Grant St. (Canby)

REGION
2

SURVEY AUTHORITY Hwy 1E	AUTHORIZATION NO. 1	PREFIX 3-1938	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3 000 ~~5,000~~	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 50 ~~100~~
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50 ~~100~~	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		300 ~~500~~
905 FINAL DESIGN		1500 ~~2,000~~	920 PROGRAM MANAGEMENT		50 ~~100~~	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2000 ~~3,000~~	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		50 ~~100~~	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000 ~~3,000~~	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2 500 ~~5,000~~	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		300 ~~500~~	932 RAILROAD & UTILITIES					

TOTALS	$	$ 12,000 ~~19,600~~
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
HES-26(34)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for signal installation. Survey will include retracement of existing right-of-way centerline.

Revised 11-28-83 to refect ~~Programed~~ (FHWA) Amount

1 Versteeg
Anderson
(cy) Adams Lyle
cy Macnab
3 Stoudenmeyer
Turpin
3 Trout
cy Wakerlig

RECEIVED DEC 16 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Approval by Hwy Engr. 9-14-83

PREPARED BY	DATE 9/7/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/12/83
RECOMMENDED, REGION ENGINEER X by Phillip C.	DATE 9-6-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H [illegible] for	DATE 10-11-83
RECOMMENDED, LOCATION ENGINEER X	DATE 10/4/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11-17-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Pacific Hwy. E. @ Grant St. (Canby)				REGION 2
STATE HIGHWAY # 1E	HIGHWAY NAME Pacific Highway East		MILE POST 21.3 FROM TO	LENGTH
☒ URBAN ☐ RURAL	CITY Canby	COUNTY Clackamas	ROAD/STREET NAME Grant St.	
ROUTE # 99E	FEDERAL AID # FAP 26	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 20.0 ~~12.0~~	GRADING	(✓)		FILES (#)	4
RIGHT OF WAY		$ 5.0	PAVING	(✓)		ACRES (#)	0.02
ROADWAY	$ 5.0		STRUCTURES	(✓)		RELOCATIONS (#)	---
STRUCTURES	$		SIGNING	(✓)	✓	**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$ 80.0		SIGNALS	(✓)	✓	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 4.0					RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 36 ~~34~~.0		DESIGN CATEGORY	(1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 125 ~~120.0~~	WORK TYPE	(1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 145.0 ~~137.0~~					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85	RECOMMENDED FUNDING SOURCE Title II	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	5	5
STRUCTURES (#)	---	---
SIGNALS (#)	0	1
BIKE PATH (Y/N)	N	on shoulder
AVERAGE DAILY TRAFFIC	12.500 ~~15,100~~	
YEAR OF AVERAGE DAILY TRAFFIC	1982 ~~1981~~	

DEFINE THE PROBLEM

This is a high volume intersection in the city with left and right turn movement. Has no signalization at present.

PROPOSED SOLUTION

Install multi-phase signal at intersection with railroad preemption. Minor improvements in pavement conditions. Some minor amount of additional right-of-way may be required for pole or controller location.

REQUESTED REGION ENGINEER x by Phillip O.	DATE 9-8-83			
APPROVED ASST HWY ENG FOR OPERATIONS X	DATE			
APPROVED ASST HWY ENG FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE 9-[illegible]	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Pacific Hwy. E. @ Grant St. (Canby)

REGION
2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS					
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS			N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND			N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE			N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE			N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER			N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106			N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY			N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)			N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#)	0	NEW (#)	1
						UTILITIES		(LIST BELOW)			

RIGHT-OF-WAY			
ACQUISITIONS		**RELOCATIONS**	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
4	--	--	--

COMPANIES
City of Canby (water, sewer)
Northwest Natural Gas
Portland General Electric
Pacific Northwest Bell Telephone

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	S	ACCESS CONTROL (Y/N)	Y	DESIGN SPEED 35 MPH	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
—	—	—	—	$5^{\underline{0}}$'	—	$12^{\underline{0}}$'	$12^{\underline{5}}$'	$13^{\underline{5}}$'	$12^{\underline{5}}$'	$12^{\underline{5}}$'	—	—	—	C	—	—
						Same as existing										

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION PACIFIC HIGHWAY EAST AT GRANT STREET (CANBY)	KEY ID # REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way impacts, if any, will be very minor (0.02 acre).

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Would improve traffic circulation on Grant Street. No land use impacts are forecast and the project would be consistent with the comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The heavy volume of traffic on 99E restricts traffic flow on Grant Street. The installation of a multi-phase traffic signal will improve traffic circulation in the Central Business District of Canby and improve traffic safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

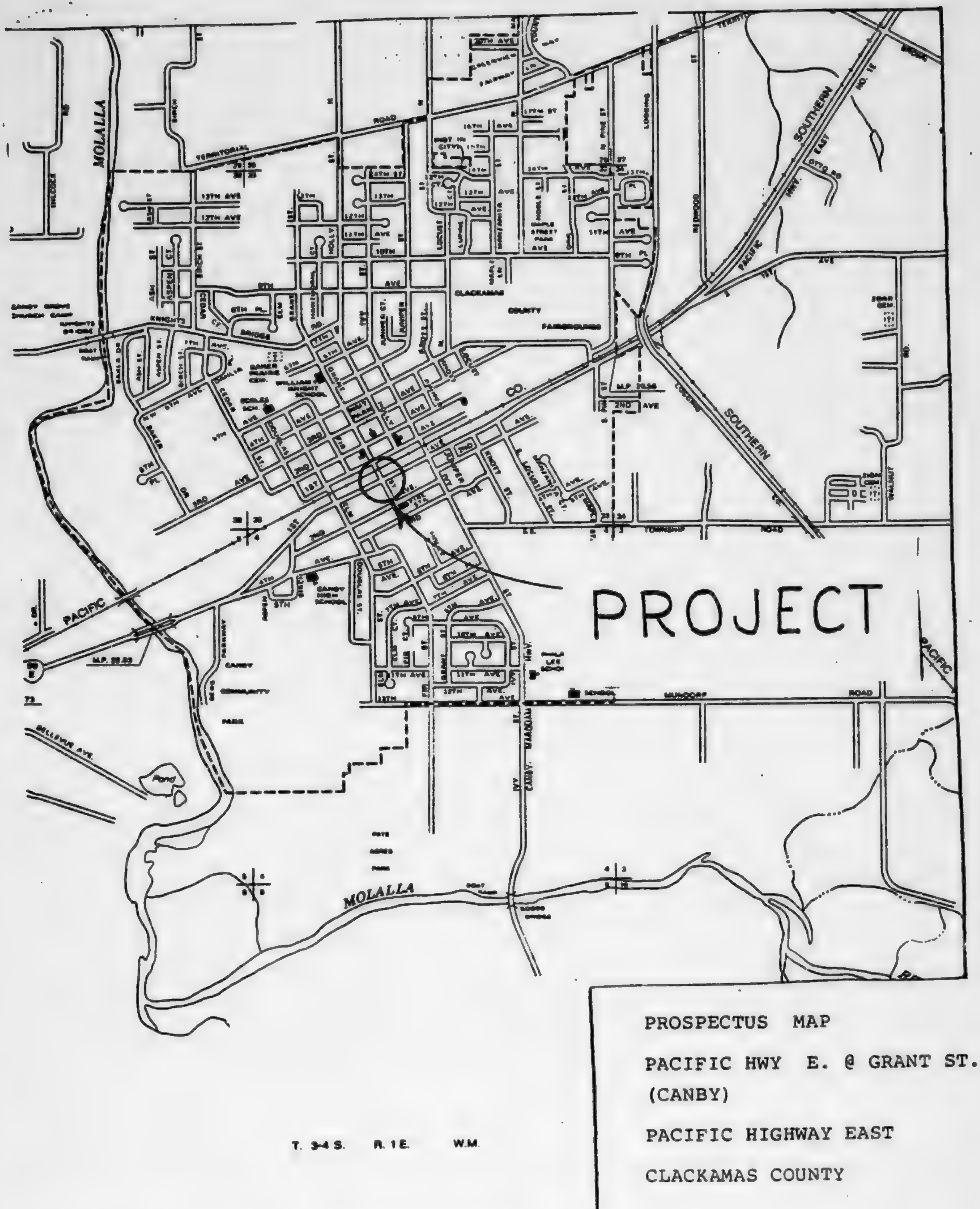
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Right-of-way impacts would be minor. Other adverse impacts are nil. The project is of a type normally classified as a Categorical Exclusion.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Mike Shultz	378-2626	

734-1913 (7-82)


PROJECT
MOLALLA
TERRITORIAL ROAD
PACIFIC
SOUTHERN PACIFIC
PACIFIC HWY EAST NO. 1E
CLACKAMAS COUNTY FAIRGROUNDS
KNIGHTS BRIDGE
CANBY HIGH SCHOOL
CANBY COMMUNITY PARK
TOWNSHIP ROAD
MUNDORF ROAD
BELLEVUE AVE.
Pond
M.P. 29.93
M.P. 20.56
T. 3-4 S. R. 1 E. W.M.

PROSPECTUS MAP

PACIFIC HWY E. @ GRANT ST.
(CANBY)

PACIFIC HIGHWAY EAST

CLACKAMAS COUNTY

TRA 7-6-1
Canby

Pac. Hwy. E
at Grant

DATE: March 13, 1984

TO: Oregon Transportation Commission TRA 7

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Traffic Signals, Various Highways

On the agenda for your consideration at the March 20 meeting will be a request to proceed with the selection of consultants and to undertake contracts for engineering services on selected signal projects. Attached is a list of the selected projects and the estimated cost of the consultant services for each. It is intended to contract for all signals in one region with a single consultant.

Numerous signals were added to the Six-Year Highway Improvement Program in FY 1984 and FY 1985. The construction season is upon us and our field crews will be unable to survey for the vicinity maps necessary to make signal contract plans in time to get the signal construction underway; therefore, we propose to contract for consultant services to prepare vicinity maps for the projects selected. The estimated cost for this work is $290,000.

The need for these signal installations has been identified and they should be made without delay to conform with the dates given in the Six-Year Highway Improvement Program. Funds are available from various federal highway programs.

Your approval is recommended.

Att.

FET:ge sl
Attachment

bc Fred Miller w/att
Robert Gormsen "
E. S. Hunter "
W. E. Schwartz "
R. N. Bothman "
Section Heads "
Region Engineers "
George Bell "

SIGNAL PROJECTS
Preliminary Engineering
Field Location Survey
Only

Metro Region

Pacific Highway West at S.W. Fisher Road Washington County Fiscal Year 1985 Traffic signals	$ 10,000
Scholls Highway at Sorento Road Beaverton Fiscal Year 1985 Traffic signals	10,000
Beaverton-Tualatin Highway at S.W. Bridgeport Road Durham Fiscal Year 1985 Traffic signals and channelization	15,000
Mt. Hood Highway at 362nd Avenue Sandy Fiscal Year 1986 Traffic signals	10,000
Sunset Highway at Sylvan Eastbound Ramp Signal Fiscal Year 1986 Traffic signals	15,000
Tualatin Valley Highway at S.W. 91st Avenue Washington County Fiscal Year 1986 Traffic signals	10,000
Beaverton-Tualatin Highway at S.W. Oak Washington County Fiscal Year 1987 Traffic signals and channelization	15,000
Scholls Highway at S.W. Nicol and S.W. Laurelwood Washington County Fiscal Year 1987 Traffic signals	10,000

Region 2

Pacific Highway West at S.E. Crystal Lake Road Corvallis Fiscal Year 1985 Traffic signals	$ 10,000
Pacific Highway East at Grant Canby Fiscal Year 1985 Traffic signals and channelization	15,000
Pacific Highway East at Brooklake Road Brooks Fiscal Year 1985 Traffic signals and channelization	30,000
Pacific Highway West at McDaniel lane McMinnville Fiscal Year 1986 Traffic signals	15,000
Corvallis-Lebanon Highway at Peoria Road Linn County Fiscal Year 1986 Traffic signals	10,000
Corvallis-Newport Highway at S.W. 15th Street Corvallis Fiscal Year 1986 Traffic signals and channelization	15,000

Region 3

Pacific Highway West at 10th Street Junction City Fiscal Year 1985 Traffic signals	$ 10,000
Willamette Highway at Crestview Street Oakridge Fiscal Year 1985 Traffic signals	10,000
Oregon Coast Highway at Winchester Avenue Reedsport Fiscal Year 1985 Traffic signals and channelization	10,000
Pacific Highway West at Bothel Drive Eugene Fiscal Year 1985 Traffic signals	10,000

Region 3 Cont.

Crater Lake Highway at Delta Waters Road Medford Fiscal Year 1985 Traffic signals	10,000
Redwood Highway at Beacon Drive Josephine County Fiscal Year 1985 Traffic signals and channelization	15,000
Cape Arago Highway at Oak Street North Bend Fiscal Year 1986 Traffic signals	10,000
Interstate 105 at County Club Road (ramp) Eugene Fiscal Year 1987 Traffic signals and signal bridge	25,000
TOTAL	$290,000

Tra 7-6-1
Canby

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(34)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40087

11-29-83

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/17/83

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

Grant Street (Canby) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
XX ☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's letter of 11/25/83 I approve the program change effective with the original date of authorization of the subject project 11/17/83 to withdraw appropriation code 14M which eliminates the increased Federal-aid share under PL 97 424 Section 145 for the PE phase.

RECEIVED
STATE HWY ENGR
DEC 5 '83
REFER TO
Potter
FOR

Info	Inf.	R/D	D/R	Sign	Act	File

14. DATE 11/29/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TRA 7-6-1
Canby

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 25, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Program Change
Item No. 40087
Project No. HES-26(34)
Grant St. (Canby) Section
Pacific Hwy. East
Clackamas County

I request your approval for a program change to delete the Appn Code 14M for P.E. and ROW phases.

It was our intention to claim Federal-Aid participation of 100% for reimbursement in accordance with Public Law 97-424, Section 145 for the construction phase only and this will be so stipulated in the PS&E documents.

DRH:bkb
cc: General Files

Form 734-3122

TRA 7-6-1

.nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(34) Canby

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40087

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-17-83

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

GRANT STREET (CANBY) SECTION

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including utility and railroad preparatory work.

13. REMARKS

As requested by Mr. Swan's November 8, 1983 letter, you are authorized to proceed with the above work at a TEC of $12,000 -- regular FA matching ratio appn code 141 in amount of $10,800 and increased FA share (PL 97-424, Section 145) Appn code 14M in amount of $1,200.

RECEIVED
STATE HWY ENGR
NOV 22 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to 1'22

14. DATE 11-17-83

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossman

16. TITLE for Division Administrator.

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

TRH 7-6-1
Canby

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: November 8, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Project Unit Engineer

ORIGINAL SIGNED BY
D. E. SWAN

Subject: Project Data Submission
Item No. 40087
Project No. HES-26(34)
Grant St. (Canby) Sec.
Pacific Hwy. East
Clackamas County

Attached data consists of PR-1 forms with project maps, Safety Priority Index System, investigative report, collision diagram, traffic signal warrant comparison, other traffic data and sketch maps.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $12,000 with an obligation of $10,800 in Federal Funds and request Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145.

A-95 review approval letter was previously forwarded.

DRH:bkb
Attachments

cc: L.E. George
E.L. Hardt (Metro)
Jon Rose (Metro)
Robin Brooks (Metro)
General Files

Form 734-3122

Tra 7-6-1
Canby

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

PROGRAM SECTION
November 3, 1983
cc: FHWA (2)
State Highway Enginee
Location Unit
Right of Way Section
Road Design Section(3
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
C. O. Fredrickson, Reg. 2
R. A. Kuehn, Dist. 3

NOTED
M.S. COULTER

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORATION
PROJECT TITLE: PACIFIC HIWAY E & GRANT STREET SECTION
DATE: 11/1/ 83 CANBY, OREGON CLACKAMAS COUNTY

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

RECEIVED
STATE HWY ENGR
NOV 4 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

OR 831004-003-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

9917

[illegible] 7-6-1
Canby

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: September 30, 1983

To: Executive Department
Federal-Aid Coordination Unit

[illegible]
[illegible]

Metropolitan Service District
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 2
Section: Pacific Hwy. E. @ Grant St. Section
Highway: Canby ORE 99E
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be November 4, 1983.

JLG:bks
Attachments
bc: D.E. Wilken, FHWA
H.S. Coulter
R.N. Bothman ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 2 Engr.: W.W. Geibel
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
ASST STATE HWY ENGR
SEP 30 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

R. N. BOTHMAN

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8) PNRS #	Page One

02	12) APPLICANT [45 Department of Transportation	46) DIVISION [79 Highway		
03	12) APPLICANT ADDRESS STREET [45 Transportation Building	46) CITY [60 Salem	76) ZIP [80 97310	
04	12) CONTACT PERSON [45 Gary A. Potter	46) AREA CODE [48 503	49) PHONE [55 378	56) EXTENSION [59 6564
01	12) PROJECT TITLE [71 Pacific Hwy. E. @ Grant St. Section			
11	12) PROJECT LOCATION—CITY Canby ORE 99E	PROJECT LOCATION—COUNTY Clackamas	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05

06 12) Install multi-phase traffic contol signal at intersection [71

07 12) with railroad preemption. See Attached Project Prospectus-Part 3. [71

08 12) [71

09 12) [71

10 12) [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12) (A) Grant [19	20) (B) Other [27	28) (C) State [35	36) (D) Local [43	44) (E) FUNDS [51	52) (F) FUNDS [60
	123,300		13,700			137,000

13	12) TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46) TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12) FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12) FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46) FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 9-30-83

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41) MONTH [42 Nov.	43) DAY [44 4	45) YEAR [46 1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 9-30-83

VI. If project includes state funds (12C), identify agency OSHD

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 Environmental Quality Guidelines.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
PACIFIC HIGHWAY EAST AT GRANT STREET (CANBY)

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way impacts, if any, will be very minor (0.02 acre).

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Would improve traffic circulation on Grant Street. No land use impacts are forecast and the project would be consistent with the comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The heavy volume of traffic on 99E restricts traffic flow on Grant Street. The installation of a multi-phase traffic signal will improve traffic circulation in the Central Business District of Canby and improve traffic safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

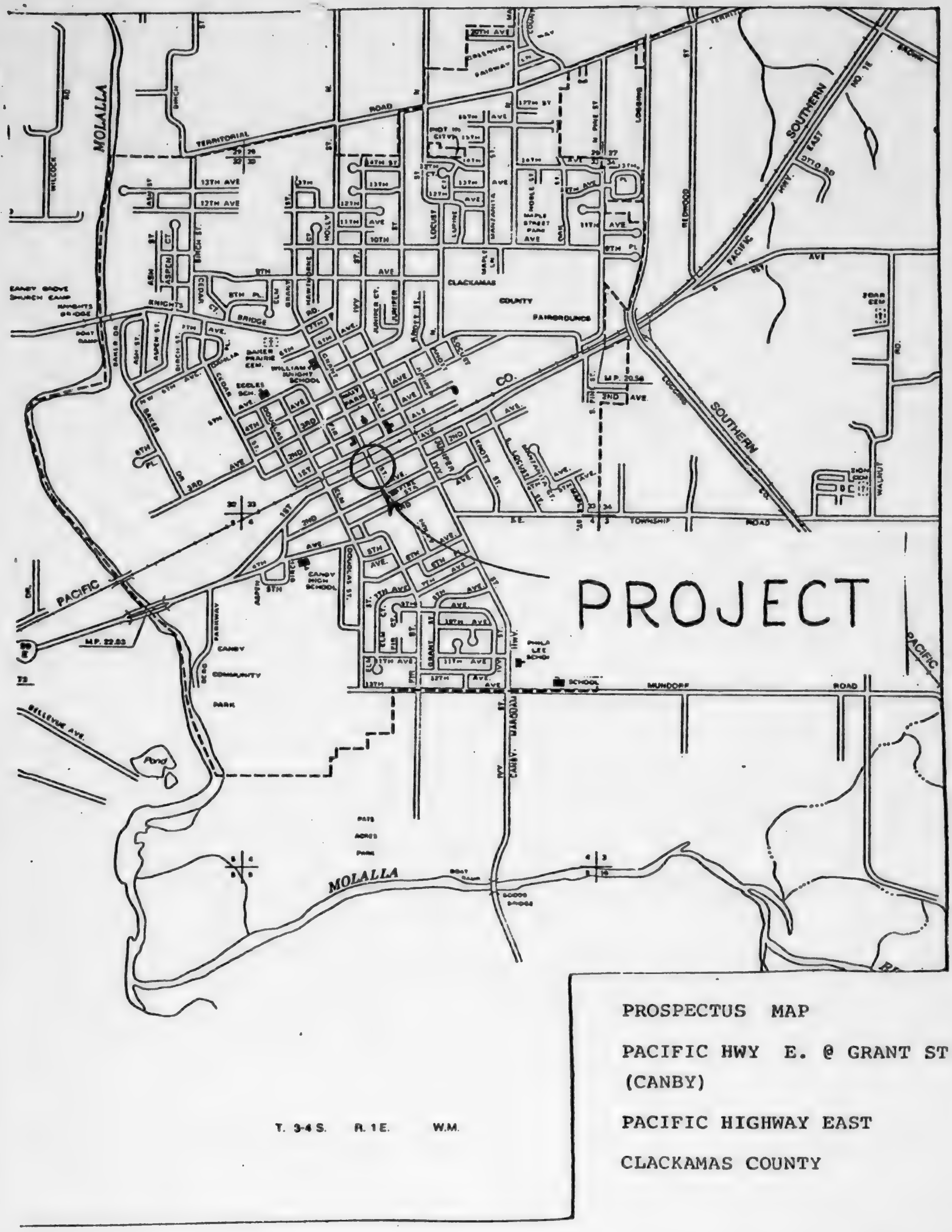
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Right-of-way impacts would be minor. Other adverse impacts are nil. The project is of a type normally classified as a Categorical Exclusion.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Mike Shultz	378-2626	

734-1913 (7-82)


PROJECT
MOLALLA
TERRITORIAL ROAD
SOUTHERN
PACIFIC
NO. 1E
HWY. EAST
CLACKAMAS COUNTY FAIRGROUNDS
CANBY COMMUNITY PARK
CANBY HIGH SCHOOL
WILLIAM KNIGHT SCHOOL
ECCLES SCH.
BAKER PRAIRIE CEM.
KNIGHTS BRIDGE
CANBY GROVE CHURCH CAMP
TOWNSHIP ROAD
MUNDORFF ROAD
BELLEVUE AVE.
Pond
MOLALLA
FISH ACRES PARK
BOAT RAMP
SCHOOL
REDWOOD
LOCUST
GRANT
IVY
M.P. 20.56
M.P. 22.83
T. 3-4 S.
R. 1 E.
W.M.

PROSPECTUS MAP

PACIFIC HWY E. @ GRANT ST.
(CANBY)

PACIFIC HIGHWAY EAST

CLACKAMAS COUNTY

Jia 7-6-1
Canby

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

September 20, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Pacific Hwy. E. @ Grant Street
Pacific East
Clackamas County
HES-26(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
September 30, 1983

CMG:lm

Attachments (4)

for 9/29/83
Division Administrator
FHWA OREGON DIVISION
Date

cc: J. B. Boyd (3)
J. H. Versteeg (4
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
Local Programs Un
Cost & Records Sp
Surfacing Design
General Files
C. O. Fredrickson
Mike Shultz
William Fretwell
Richard Kuehn

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION PACIFIC HIGHWAY EAST AT GRANT STREET (CANBY)	REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way impacts, if any, will be very minor (0.02 acre).

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Would improve traffic circulation on Grant Street. No land use impacts are forecast and the project would be consistent with the comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The heavy volume of traffic on 99E restricts traffic flow on Grant Street. The installation of a multi-phase traffic signal will improve traffic circulation in the Central Business District of Canby and improve traffic safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

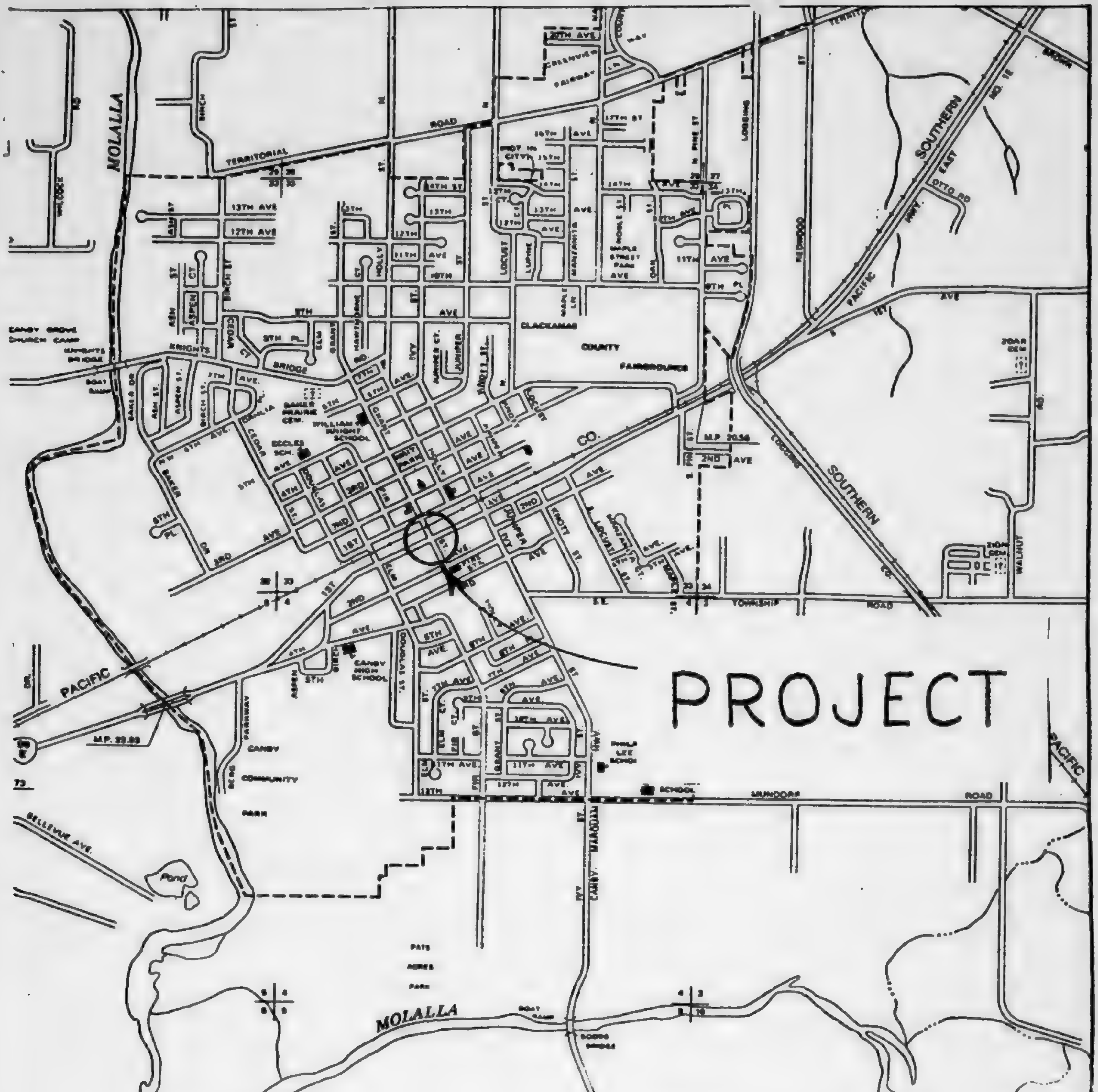
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

Right-of-way impacts would be minor. Other adverse impacts are nil. The project is of a type normally classified as a Categorical Exclusion.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Mike Shultz	378-2626	

734-1913 (7-82)


PROJECT
MOLALLA
PACIFIC
TERRITORIAL ROAD
SOUTHERN PACIFIC
PACIFIC HWY EAST
CLACKAMAS COUNTY FAIRGROUNDS
KNIGHTS BRIDGE
CANBY HIGH SCHOOL
CANBY COMMUNITY PARK
TOWNSHIP ROAD
MUNDORF ROAD
LOGGING
REDWOOD
POND
BELLEVUE AVE.
M.P. 20.56
M.P. 22.88
T. 3-4 S. R. 1 E. W.M.

PROSPECTUS MAP

PACIFIC HWY E. @ GRANT ST.
(CANBY)

PACIFIC HIGHWAY EAST

CLACKAMAS COUNTY

1985 Greenwood Ave. U'xing @ Div. 9918
St. (Bend) Sec, Central Ore. Hwy. Bend.
(gr, pav, str, ill.)

C+A 7370 10-16-80
C+A 7823 6-17-83

RR 1155 – 5/20/85
8/13/84
7/9/84

9918

J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-139	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	1-26-89	County Deschutes
MODIFICATION NUMBER 3		Project Number F-21-3(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,577,136.00	$ 1,507,936.00
Federal funds	$ 1,390,244.00	$ 1,329,244.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of JAN, 19'89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight for
MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 23, 1989

Federal-aid Project No. F-21-3(13)

Greenwood Ave. U'Xing @ Division St. (Bend) Sec.
Central Oregon Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 10+60 to 17+93)

Subtotal as shown on estimate of 10-15-86		$1,020,810.72
	Less Construction Costs	(69,200.00)
	Subtotal	$ 951,610.72
	Engineering	113,532.28
	Total	$1,065,143.00

Type Code X280
Greenwood Ave. U'xing (Br. #16532)

Total as shown on estimate of 10-15-86	$ 243,303.00

Type Code X631
BNRR U'xing Br. #16546

Total as shown on estimate of 10-15-86	$ 199,490.00

Length of Project ---------------- 0.14 mi.
Cost of Roadway Per Mile ---------$7,419,328.57

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	010	$ 1,065,143.00	$ 938,923.00	$ 126,220.00
Structure	010	243,303.00	214,471.00	28,832.00
R.R. Structure	010	199,490.00	175,850.00	23,640.00
TOTAL		$ 1,507,936.00	$ 1,329,244.00	$ 178,692.00

Sub. Job 010 = 0%; Sub. Job 011 = 99%; Sub. Job 081 = 1%
Contract No. 9,918
Prefix: C009-1915 (P.E.)
C09918

DDB:bkw

9918

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 5-38	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
PROJECT REPORT NUMBER	5-7-87	Project Number F-21-3(13)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,517,415	$ 1,577,136
Federal funds	$ 1,337,600	$ 1,390,244
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of MAY, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon October 15, 1986

Federal-Aid Project No. F-21-3(13)

Greenwood Ave. U'Xing @ Division St. (Bend) Section
Central Oregon Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 10+60 to Sta. 17+93)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Signs	$ 10.00	255	$ 2,550.00	405	$ 4,050.00
Bituminous Base	36.00	2,700	97,200.00	2,807	101,052.00
Aggregate Base	15.00	330	4,950.00	477	7,155.00
Class "C" Aspht. Conc.	38.00	2,000	76,000.00	2,116	80,408.00
Concrete Walks	11.00	1,210	13,310.00	1,780	19,580.00
8-inch Drainwells 50 Ft. Deep	600.00	6	3,600.00	9	5,400.00
8-inch Drainwells Below 50 Ft.	10.00	150	1,500.00	330	3,300.00
Const. Retaining Wall (PA #3A)	---	---	---	---	6,750.00
Expedite Work (PA #5B)	---	---	---	---	4,250.00
3/4-inch Elec. Conduit (PA #7A)	2.50	---	---	393	982.50
Class II Finish to CL III Finish (PA #9A)	4,750.00	---	---	100%	4,750.00
Install PVC San Sewer Pipe (PA #12B)	12.00	---	---	340	4,080.00
Install C900 PVC San Sewer Pipe (PA #12C)	12.00	---	---	87	1,044.00
Const. 4 Ft. CLR Fence (PA #13A)	15.25	---	---	490	7,472.50
Const. 9 Ft. CLR Fence (PA #13B)	33.00	---	---	170	5,610.00

Install Temp. Signal Poles (FA #1)	---	---	---	---	1,721.09
Remove Striping (FA #3)	---	---	---	---	1,225.63
			$199,110.00		$258,830.72

Increase	$ 59,720.72
Subtotal of previous estimate on February 24, 1986	934,653.00
Subtotal	$ 994,373.72
Engineering	113,532.28
Total	$1,107,906.00

Type Code X280
Greenwood Ave. U'Xing (Sta. #16532)

Total as on estimate of November 14, 1984	$ 243,303.00

Type Code X631
BNRR U'Xing #16546

Total as on estimate of November 19, 1984	$ 199,490.00

Length of Project ------------------- 0.139 mi.
Cost of Roadway Per Mile ------------ $7,970,546.76

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$1,107,906.00	$ 976,619.00	$131,287.00
Structure	010	243,303.00	214,471.00	28,832.00
R.R. Structure	010	199,490.00	175,850.00	23,640.00
SUBTOTAL		$1,550,699.00	$1,366,940.00	$183,759.00
Reserve	010	26,437.00	23,304.00	3,133.00
TOTAL		$1,577,136.00	$1,390,244.00	$186,892.00

Group 1 = 99%; Group 8 = 1%
Contract No. 9918
Prefix: 9-1915 P.E.
C09918 Const.

RLC:me

7918

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 2-231	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1	2-27-86	Project Number F-21-3(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 19 84 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,491,019.00	$ 1,517,415.00
Federal funds	$ 1,314,332.00	$ 1,337,600.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of FEB, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 24, 1986

FEDERAL AID PROJECT NO. F-21-3(13)

Greenwood Ave. U'Xing @ Division St. (Bend) Section
Central Oregon Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Sta. 10+60 to Sta. 17+93)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Concrete Barriers Reflectorized	$ 18.00	1,450	$26,100.00	1,722	$30,996.00
Sequential Arrow Sign	4,500.00	1	4,500.00	2	9,000.00
Special Inlet & Drainwell Manhole	4,000.00	6	24,000.00	9	36,000.00
Concrete Driveways	20.00	100	2,000.00	350	7,000.00
			$56,600.00		$82,996.00

Increase	$ 26,396.00
Subtotal from Estimate on November 14, 1984	908,257.00
Subtotal	$ 934,653.00
Engineering	113,532.00
Total	$1,048,185.00

Type Code X280
Greenwood Ave. U'Xing (Sta. #16532)

Total as on Estimate of November 14, 1984 $ 243,303.00

Type Code X631
BNRR U'Xing #16546

Total as on Estimate of November 19, 1984 $ 199,490.00

Length of Project ----------------- 0.139 miles

Cost of Roadway Per Mile ---------- $7,540,899.28

RETAIN IN RESERVE

Total as on Estimate of November 1984	$ 26,437.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,048,185.00	$ 923,975.00	$124,210.00
Structure	243,303.00	214,471.00	28,832.00
R.R. Structure	199,490.00	175,850.00	23,640.00
SUBTOTAL	$1,490,978.00	$1,314,296.00	$176,682.00
Reserve	26,437.00	23,304.00	3,133.00
TOTAL	$1,517,415.00	$1,337,600.00	$179,815.00

Group 1: 99%; Group 8: 1%
Contract No. 9918
Prefix: 9-1915 P.E.
C09918 Construction
Appn Code: 010

RLC:me

991

STATE COPY

TO BE COMPLETED BY FHWA 11-284	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Deschutes PROJECT NO. F-21-3(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20 Bus., Greenwood Ave. U'xing @ Division St. (Bend) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-10-84	0.139
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 1,491,019.00	FEDERAL FUNDS $ 1,314,332.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
For Manager, Program Section
(Title)
XXX For: W.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator NOV 20 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 14, 1984

FEDERAL AID PROJECT NO. F-21-3(13)

Greenwood Ave. U'Xing @ Division St. (Bend) Section
Central Oregon Highway
Deschutes County

PROJECT AGREEMENT ESTIMATE

TYPE Code I000
Roadway (Sta. 10+60 to Sta. 17+93)

Mobilization	Lump Sum	All	Lump Sum	$	95,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		15,000.00
Temporary Signs	Sq. Ft.	266	10.00		2,550.00
Temporary Barricades	Each	30	70.00		2,100.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	1,450	18.00		26,100.00
Moving Temporary Concrete Barriers	Lin. Ft.	2,550	2.00		5,100.00
Temporary Plastic Safety Markers	Each	20	50.00		1,000.00
Flaggers	Hour	1,000	10.00		10,000.00
Sequential Arrow Sign	Each	1	4,500.00		4,500.00

ROADWORK

Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	10,000.00
Embankment in Place	Cu. Yd.	7,639	9.00	68,751.00
Trench Excavation	Cu. Yd.	371	8.00	2,968.00
Granular Backfill	Cu. Yd.	181	14.00	2,534.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	2,000.00
Bituminous Base	Ton	2,700	36.00	97,200.00
Aggregate Base	Ton	330	15.00	4,950.00
Class "C" Asphalt Concrete	Ton	2,000	38.00	76,000.00
6-inch Culvert Pipe	Lin. Ft.	38	10.00	380.00
8-inch Storm Sewer Pipe	Lin. Ft.	168	14.00	2,352.00
8-inch Sanitary Sewer Pipe	Lin. Ft.	427	12.00	5,124.00
Extra for Pipe Under Pavement	Lin. Ft.	36	20.00	720.00
Bedding Material	Cu. Yd.	38	15.00	570.00
Concrete Manholes	Each	4	900.00	3,600.00
Concrete Inlets, Type CG-2	Each	1	600.00	600.00
Concrete Inlets, Type G, Modified	Each	4	400.00	1,600.00

Special Inlet and Drainwell Manhole	Each	6	4,000.00	24,000.00
6-inch Drain Pipe	Lin. Ft.	604	6.00	3,624.00
Drain Backfill Material	Cu. Yd.	60	15.00	900.00
Type CL-6R Chain Link Fence	Lin. Ft.	80	15.00	1,200.00
Type CL-4R, Modified, Chain Link Fence	Lin. Ft.	160	15.00	2,400.00
Type CL-6R, Modified, Chain Link Fence	Lin. Ft.	922	12.00	11,064.00
Concrete Walks	Sq. Yd.	1,210	11.00	13,310.00
Concrete Driveways	Sq. Yd.	100	20.00	2,000.00
Concrete Curbs	Lin. Ft.	1,010	4.00	4,040.00
Concrete Barrier, Nonstandard	Lin. Ft.	225	35.00	7,875.00
Reconstructing Manholes	Each	1	800.00	800.00
8-inch Drain Wells, 50' Deep	Each	6	600.00	3,600.00
8-inch Drain Wells Below 50' Depth	Lin. Ft.	150	10.00	1,500.00
8-inch Steel Well Casing	Lin. Ft.	100	8.50	850.00

RETAINING WALLS (A THRU H AND J)

Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	20,000.00
Structure Excavation	Cu. Yd.	2,365	7.00	16,555.00
Special Wall Backfill	Cu. Yd.	990	15.00	14,850.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	250,000.00
Reinforcement	Lump Sum	All	Lump Sum	50,000.00
Two Tube Steel Railing	Lin. Ft.	506	35.00	17,710.00
2-inch Electrical Conduit	Lin. Ft.	880	6.00	5,280.00

ILLUMINATION

Roadway Illumination Installation, Complete	Lump Sum	All	Lump Sum	14,000.00
				$ 906,257.00

ANTICIPATED ITEMS

Permanent Pavement Stiping	All Required	$ 2,000.00
	Subtotal	$ 908,257.00
	Engineering	113,532.00
	Total	$ 1,021,789.00

TYPE CODE X280
Greenwood Ave. U'Xing (Sta. #16532)

Shoring, Gribbing, Etc.	Lump Sum	All	Lump Sum	$ 32,000.00
Structure Excavation	Cu. Yd.	510	8.00	4,080.00
Special Wall Backfill	Cu. Yd.	355	14.00	4,970.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	72,520.00

Reinforcement	Lump Sum	All	Lump Sum	12,000.00
4' x 40'/45' Prestressed Slabs	Each	26	2,500.00	65,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	228	59.00	13,452.00
Two Tube Steel Railing	Lin. Ft.	209	35.00	7,315.00
Membrane Waterproofing	Sq. Yd.	437	9.00	3,933.00
1-1/4" Electrical Conduit	Lin. Ft.	200	5.00	1,000.00
			Subtotal	$ 216,270.00
			Engineering	27,033.00
			Total	$ 243,303.00

TYPE CODE X631
BNRR U'Xing (Sta. #16546)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 15,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	25,000.00
Structure Excavation	Cu. Yd.	95	35.00	3,325.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	3,800.00
Reinforcement	Lump Sum	All	Lump Sum	1,200.00
Structural Steel	Lump Sum	All	Lump Sum	6,000.00
Temporary Bent Support	Lump Sum	All	Lump Sum	35,000.00
				$ 89,325.00

ANTICIPATED ITEMS

Railroad Protective Service	All Required	$ 88,000.00
	Subtotal	$ 177,325.00
	Engineering	22,165.00
	Total	$ 199,490.00

Length of Project -------------- 0.139 mile
Cost of Roadway per mile ------- $7,351,000.00

RETAIN IN RESERVE

Underpinning of Railroad Abutments	All Required	$ 16,000.00
Removal & Install Fire-Preemption Facilities	All Required	2,500.00
Temporary Traffic Signals (State Forces)	All Required	5,000.00
	Subtotal	$ 23,500.00
	Engineering	2,937.00
	Total	$ 26,437.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,021,789.00	$ 900,707.00	$121,082.00
Structure	243,303.00	214,471.00	28,832.00
R.R. Structure	199,490.00	175,850.00	23,640.00
SUBTOTAL	$1,464,582.00	$1,291,028.00	$173,554.00
Reserve	26,437.00	23,304.00	3,133.00
TOTAL	$1,491,019.00	$1,314,332.00	$176,687.00

Group 1: 99% Group 8: 1%
Contract No. 9918
Prefix: 9-1915 P.E.
9-1040 Construction

RDS:me

9918

November 18, 1987

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5 - #9918

On August 20, 1987, we wrote to you concerning release of final payment on Contract No. 9918 awarded to Douglas S. Coats, Inc. for work on the Greenwood Ave. U'xing at Division St. (Bend) Section of the Central Oregon Highway in Deschutes County.

Final payment on this contract was $500.00 and the total contract amount was $1,301,438.25 including $22,655.00 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

bc: Chuck Fredrickson
Walt Hart
Dale Allen

9918

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9918

TO: Commission Services

DATE: August 17, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9918, On Site Work Substantially Completed May 27, 1986

All Work Completed October 1, 1986

Project Greenwood Ave. U'Xing @ Division St. (Bend)

Highway Central Oregon

County Deschutes

Type of Work Grading, Paving, Structures & Illumination

Contractor Douglas S. Coats

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-20-87 - Surety letter written.

RECEIVED
AUG 19 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9918

52

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: January 5, 1987

In Reply Refer to File No.:
CON 5
9918

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-21-3(13)

Contract 9918, Work Completed May 27, 1986
Project Greenwood Avenue U'xing at Division Street (Bend)
Highway Central Oregon
County Deschutes

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date February 26, 1987

John T. Price
for Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
Dale Allen
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
MAR -2 '87
REFER TO
FOR
Info Invest Revw Reply Staff Act File

NOTED
LARRY RULIEN

RECEIVED
JAN 6 1987
OREGON DIVISION

734-2023 (2-85)

9918

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) GREENWOOD AVE. UNDERCROSSING AT DIVISION STREET		WEEK ENDING DECEMBER 13, 1986 CONTRACT NO. 9918
HIGHWAY CENTRAL OREGON	COUNTY DESCHUTES	F.A. PROJECT NO F-21-3-(13)
CONTRACTOR DOUGLAS COATS	KIND OF WORK GRADING PAVING STRUCTURE	DATE OF AWARD NOVEMBER 8, 1986
PROJECT AUTHORIZATION CURRENT AUTHORIZATION $ 1,384,992.00 ESTIMATED PROJECT COST $ 1,432,725.00 ESTIMATED PERCENT OVERRUN/UNDERXXXX 3.4 %	ENGINEERING AUTHORIZATION $ 106,028.00 COST THIS WEEK $ 0.00 TOTAL TO DATE $ 124,100.00 PERCENT OF AUTHORIZATION 117 %	FIRST NOTIFICATION DATE DECEMBER 14, 1986 ESTIMATED DATE OF COMPLETION, OR OCTOBER 31, 1986 SECOND NOTIFICATION DATE AND MAY 27, 1986 ESTIMATED SEMIFINAL SUBMITTAL DATE DECEMBER 86

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	05/31/86	0	0	0 0	YES
	/ /	0	0	0 0	
	/ /	0	0	0 0	
	/ /	0	0	0 0	

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	7,690 CY	3,000 TN	2,000 TN			
EST. CORRECTED QUANTITIES	7,690 CY	3,400 TN	2,116 TN			
EST. PERFORMED TO DATE	7,690 CY	3,400 TN	2,116 TN			
PERCENT PERFORMED TO DATE	100	100	100	0	100	0

ACTIVITIES THIS WEEK:

NO ACTIVITY.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

NONE ANTICIPATED.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

SEMI-FINAL HAS BEEN SUBMITTED - THIS IS LAST WEEKLY!!!!!!!

PROJECT MANAGER (SIGN)

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

9-7-8

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO

11-13-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 22, 1986

8. FEDERAL ROUTE NUMBER FAP 21 Spur

9. STATE ROUTE NUMBER 7

10. GENERAL LOCATION:

Greenwood Avenue U'Xing at Division St. (Bend) Section

11. GENERAL DESCRIPTION OF WORK

Repair Street surfacing along detour route

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/22/86 as requested in Mr. Fredrickson's letter of 11/6/86 as being cost effective for the use of City of Bend forces to proceed with the above work.

State Force Order No. 11 is approved to a TEC of $700; Federal Funds $617.

RECEIVED
STATE HWY ENGR
NOV 20 '86
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig. to
11/20

14. DATE 11/13/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

file cy

RECEIVED
STATE HWY ENGR
MAY 14 '86
REFER TO
Hunter

NOTED
E. S. HUNTER

CIRCUIT COURT, STATE OF OREGON, DESCHUTES COUNTY

ADRIAN MITCHELL

Plaintiff

vs.

STATE OF OREGON.

Defendant

SUMMONS

NO. 86-CV-0162-WE R

TO: FRED D. MILLER, Director of Department of Transportation,
135 Transportation Building, Salem, OR 97310

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within 30 days from the date of service of this summons upon you, and if you fail so to answer, the plaintiff will apply to the court for the relief demanded in the complaint.

NOTICE TO DEFENDANT

READ THESE PAPERS CAREFULLY!

You must "appear" in the case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer". The "motion" or "answer" must be given to the court clerk or administrator within 30 days, along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney, or, if the plaintiff does not have an attorney, proof of service on the plaintiff.

If you have any questions, you should see an attorney immediately.

GRAY, FANCHER, HOLMES & HURLEY

By ______________________

Of Attorneys for Plaintiff
40 N.W. Greenwood
P.O. Box 1151
Bend, OR 97709-1151
Telephone: (503) 382-4331

RECEIVED
DOT DIRECTOR
MAY 13 '86
REFER TO
Hillis

FRED MILLER

Papers accepted by Florence Neavill, 11 35 AM, 5-13-86

IMPORTANT HEARING NOTICE . . . READ CAREFULLY

Case No: [illegible]

Date: ____________________

IF THIS CASE IS PENDING ON THE DATE SET FOR A PRE-TRIAL CONFERENCE, YOU **MUST** APPEAR AT THE HEARING. A PRE-TRIAL CONFERENCE IS SCHEDULED FOR ______________________________ AT 1:15 P.M. BEFORE JUDGE ____COPENHAVER ____EDMONDS____MOSGROVE. IF YOU HAVE COUNSEL, YOUR ATTORNEY MAY APPEAR FOR YOU AT THE CONFERENCE.

THIS HEARING DOES NOT RELIEVE THE PARTY OF THE DUTY OF FILING A RESPONSE OR OTHER APPEARANCE AS PROVIDED IN THE SUMMONS.

Trial Court Administrator
Ernest J. Mazorol, III

____
CLERK

WHITE – COURT COPY YELLOW – DEFENDANT COPY PINK – PLAINTIFF COPY

CIRCUIT COURT, STATE OF OREGON, DESCHUTES COUNTY

ADRIAN MITCHELL, Plaintiff, vs. STATE OF OREGON, Acting By and Through the Department of Transportation, Defendant.	Case No. 86-CV-0162-WE COMPLAINT

Plaintiff alleges:

1.

At all times herein mentioned, the Department of Transportation was a department of the State of Oregon.

2.

Plaintiff was the lessor of real property located at 42 NW Greenwood Avenue in the City of Bend, Deschutes County, Oregon.

3.

Greenwood Avenue is a public road running in a generally easterly-westerly direction in the City of Bend, Deschutes County, Oregon.

4.

The State of Oregon, by and through the Department of Transportation has made a change of grade on Greenwood Avenue fronting the property of the plaintiff.

5.

As a result of the change of grade, plaintiff has been damaged in the amount of $50,000.

6.

Under ORS 105.755, et seq, the defendant is liable to the plaintiff for damages resulting from the change of grade.

WHEREFORE, plaintiff requests judgment against the defendant in the sum of $50,000.00 and for plaintiff's costs and disbursements incurred herein.

GRAY, FANCHER, HOLMES,
HURLEY & BISCHOF

ROBERT S. LOVLIEN OSB 74197
Of Attorneys for Plaintiff

STATE OF OREGON }
County of __________ } ss.

I, ______________________________ swear or affirm I am the ______________________________ and I believe the foregoing ______________________________ to be true.

____
Subscribed on oath or affirmation before me this ________ day of __________, 19______.

(SEAL)

____
Notary Public for State of Oregon
My Commission Expires: __________

I certify that the foregoing Summons and Complaint is a true exact and full copy of the original.

Dated: May 6, 19 86.

____
Attorney for Plaintiff

I certify that on __________, 19______, I personally served a true, exact and full copy of the within __________, on __________, Attorney of record for the __________ by leaving the copy with his clerk in his absence at his office at __________, Oregon.

____
Attorney for __________

I certify that on __________, 19______, I personally served a true, exact and full copy of the within __________, on __________, Attorney of record for the __________.

____
Attorney for __________

I certify that I served the foregoing __________ on __________ by depositing a true, full and exact copy thereof in the United States Post Office at __________, Oregon __________, 19______, enclosed in a sealed envelope, with postage paid, addressed to:

Attorney(s) of record for the __________.

GRAY, FANCHER, HOLMES & HURLEY
ATTORNEYS AT LAW
40 N.W. GREENWOOD
P.O. BOX 1151
BEND, OR 97709-1151
TELEPHONE 382-4331

____
Attorney for __________

jc cc: OSHD (Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 6	COUNTY Deschutes	DIVISION Oregon

IN COMPANY WITH
J. Thackery, Project Manager; OSHD

DATE OF INSPECTION 4/7/86	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. F-21-3(13)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 87 %	WORK COMPLETED 99 %

GREENWOOD AVENUE U'XING @ DIVISION ST. SECTION
CENTRAL OREGON HIGHWAY
Grading, Paving and Structures

The work on this project is essentially complete except for the installation of a chain link barrier fence on the structure and some corrective work on the sidewalks.

The fencing work is included in Price Agreement No. 13 in the amount of $13,082.50.

The sidwalk construction details for the sidewalks under the structure call for a mastic joint filler material between the retaining wall and the sidewalk. The design moves water along the edge of the sidewalk against the retaining wall (which is raised above the sidewalk) to drains and then into the storm drain system. The mastic joint filler has allowed water to infiltrate underneath the sidewalk causing the sidewalk to heave during the cold weather of last winter. The sidewalks have heaved in some areas to the extent that they have become unsafe and will be removed and replaced. In addition, extra drainage will be provided to reduce the accumulations of water on the sidewalk and the sidewalk joints will be sealed where necessary. This work will be done by the contractor as part of the project and is estimated to cost approximately $15,000.

- DBC -

NOTED
W. E. SCHWARTZ
4/23

RECEIVED
STATE HWY ENGR
APR 22 '86
REFER TO
Fredrickson
FOR
Info Invest R/D U/R Sign Act File

Form FHWA-1446A
(Rev. 2-84)

9118

gr

U.S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-21-3(13)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken
Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10133

2A. COUNTY NAME
Deschutes

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT HWY ENGR
DEC 20 '85
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE
12/17/85

8. FEDERAL ROUTE NUMBER
Primary 21 Spur

9. STATE ROUTE NUMBER
Primary 7

10. GENERAL LOCATION:

Greenwood Avenue U'Xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Program Change - See Below

13. REMARKS

As requested by Mr. Potter's letter of 12/6/85, the Program Change is approved as follows:

1. Adjust limits of subject project to the south by 385 feet along Division Street to station 16+00.

14. DATE
12/18/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

9418

h

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: December 6, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10133
Project No. F-21-3(13)
Greenwood Ave. U'Xing @ Division St. (Bend) Section
Central Oregon (Spur) Highway
Deschutes County

I request your approval of a program change to adjust limits of subject project to the south by 385-feet along Division Street to station 16+00, which will allow for the installation of two additional drainwells.

LGB:me
cc: D. D. Allen (Region 4)
J. Peterson
R. Oakes
General Files

Form 734-3122

STATE OF OREGON
ROAD DESIGN-HIGHWAY

INTEROFFICE MEMO
DES 16

TO: Steve Macnab
Region Operations Engineer

DATE: November 1, 1985

FROM: Rick Kuehn
Final Design Engineer

SUBJECT: Greenwood Ave. U'Xing @
Division St. (Bend) Section
Central Oregon Highway
Deschutes County

RDE
FDE
SE
LE
LFE
GTE
PDE
PDS
BPM

RECEIVED
NOV 4 1985
ROAD DESIGN SECTION

LPC
LA
LDS
RWD
FLC
OFFICE ✓RM
Copy All
Return To

The standards used to establish the design for bicycle rail on Greenwood Avenue are as follows:

Standard Specification for Highway Bridges (AASHTO)

Sec. 2.7.2 Bicycle Railing
We establish the minimum height as 54" because this is a designated bike route.

Uniform Building Code

Sec. 1711 Guardrails
30" drop requires rail and maximum openings such as a sphere 6 " in diameter cannot pass through.

A possible solution to the sight distance problem is to design a rail with horizontal members. The rail must meet the loading and 6-inch spacing requirements.

The only alternative is to compromise by reducing the length of the rail and accepting a minimum sight distance.

RK:NH:mg

Attachments

9918

N

U. S. DEPARTMENT OF TRANSPO[illegible]TION
FEDERAL HIGHWAY ADMINIS[illegible]ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 25 '85
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE November 28, 1984

8. FEDERAL ROUTE NUMBER Primary 21 Spur

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:

Greenwood Avenue Undercrossing @ Division St. (Bend)

11. GENERAL DESCRIPTION OF WORK

Corrected Force Order Date

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

To correct authorization date for State Force Order #8 to read 11-28-84.

14. DATE 10/24/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

N

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

October 23, 1985

RECEIVED
DOT DIRECTOR
OCT 24 '85
REFER TO
FOR

Info	Answer	R/D	D/R	Sign	Act	File

Scott F. Gilman
Breathouwer & Gilman
1517 Orbanco Building
1001 S.W. Fifth Avenue
Portland, Oregon 97204

Re: Durr v. Douglas S. Coats, Inc., et al
Deschutes County Court No. 85CV50523-19

Dear Mr. Gilman:

I have been appointed to represent the State of Oregon in the above-captioned suit. This letter confirms our telephone conversation of October 21 wherein I notified you of our position that the accident giving rise to this lawsuit occurred in an area under the exclusive control of your firm while performing work for the State of Oregon under Oregon State Highway Contract No. 9918 (Greenwood Avenue U'Xing at Division Street, Bend, Oregon).

Under the conditions of Section 107.21 of this contract, please be advised we are tendering this case to you for handling. To assist you in your determination, enclosed please find copies of the following documents:

1. Plaintiff's notice of claim dated June 13, 1985.

2. Covenant not to sue and/or enforce judgment against Caren Lee Hayward (driver of the car that hit plaintiff's car).

3. Police report of the accident.

Should you fail to accept this tender, the State of Oregon will look to you for full indemnification for any settlement or judgment which arises from this incident, as well as for recovery of any costs, legal expenses, or other costs incurred in the defense of this case.

FRED MILLER

In anticipation of your reply, I have obtained a short extension from the plaintiff within which to file a responsive pleading. Thank you for your prompt attention to this matter.

Very truly yours,

/s/ Mary M. Mertens

Mary M. Mertens
Assistant Attorney General

MMM/jep

Enclosures

cc: Fred Miller ✓

9 7 1

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

STATE OF OREGON 1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

RECEIVED
OCT 16 1985
LEGAL

October 14, 1985

NOTED
JACK L. SOLLIS

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Durr v. Douglas S. Coats, Inc., et al
Deschutes County Circuit Court Case No. 85-CV-50523-10

Dear Mr. Miller:

This is to inform you that the above entitled matter has been filed in Deschutes County Circuit Court. Named defendants include the State of Oregon Highway Division as well as the contractor, Douglas S. Coats, Inc. This matter concerns injuries sustained in a car accident at an intersection in Bend, Oregon that was under construction. The minor-plaintiff-driver charges the defendants with improper signaling, inadequate signing, and unsafe barricades. A tender to the contractor is in the works.

I have assigned this case to Trial Attorney Mary M. Mertens, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/jep

cc: Larry Rulien

cy Sollis [illegible]

RECEIVED
DOT DIRECTOR
OCT 15 '85
REFER TO
Sollis
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

7718

July 5, 1985

Thomas L. Gellner, P.E.
Director of Public Works
P.O. Box 431
Bend, Oregon 97709

CON 5

Replacement of Contminated Water Pipe
Greenwood Ave. @ Division Street

This is in response to your June 12 letter requesting the State Highway Division to accept responsibility and pay for replacement of the above contaminated water pipe. We have made an extensive review of this matter and, as stated in our previous letters to you, we find no indication that the contamination was caused by the Highway Division or its contractor.

The coincidental events resulting in the contamination are indeed unfortuante. However, I cannot authorize expenditure of Highway funds for damages that are not the responsibility of the State.

H. S. Coulter
State Highway Engineer

OBJ:mk sl

bc E. S. Hunter
W. E. Schwartz
C. O. Fredrickson
Dale Allen

CITY of BEND P.O. BOX 431 • BEND, OREGON 97709

RECEIVED
STATE HWY ENGR
JUN 17 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	O/R	Sign	Act	File
		X				

June 12, 1985

Mr. H. S. Coulter
Transportation Building
Oregon Department of Transportation
Salem, OR 97310

Dear Mr. Coulter:

RE: Replacement of Contaminated Water Pipe at
Greenwood Avenue Crossing at Division Street

This spring during the construction of the Division Street overpass over Greenwood Ave. in the City of Bend, the City water crews relocated a 12" water main as part of the project.

Through an unlikely coincidence there was a diesel spill and a rain storm on the same day that flooded the trench, blew out the seal on the pipe, and contaminated the water pipe with the diesel fuel. At the time the pipe was on the critical path and holding up progress. The contractor was making sounds about claims because of being held up. Our attorney advised me to hold off doing anything until we found out who was going to pay for the damage.

Because I felt it was in the public interest and also because I didn't think we would be left holding the bag, I had the crews replace the pipe immediately.

The original estimated cost on the pipe installation was $22,618. As of April 25, with the relocation essentially complete, our billing amount was only $8,924. If you add to this the cost of replacing the damaged pipe at

6/18/85
C.O. Fredrickson -
Please rough draft
a reply by 6/28.
Doc

CE ---- CAE ---- RECEIVED LS ---- TC ----
COE ---- OM ----
SA ---- CC ----
OC ----
JUN 19 1985
FE ---- CP ----
CA ----
PQC ----
CAM ---- CONSTRUCTION QCS ----
EEO ---- SECTION FILE ----

$4,000, total costs still only reach approximately $13,000 - considerably below the $22,000 estimate.

The City and State agreement says in paragraph five under State obligations that the State shall reimburse City for reasonable expenses incurred by the City. Since we only bill our costs and we are not a profit making organization, I feel that although this cost was unexpected it is still, considering we are so far under the estimate, reasonable and as such should be reimbursed.

Mr. Cartwright of your office has denied the claim and I suppose if you want to treat us like a contractor you should. I believe that under the terms of our agreement, however, that we should be reimbursed. Please review this situation and advise me of your decision.

Sincerely,
Thomas L Gellner
Thomas L. Gellner, P.E.
Director of Public Works

sp

c Dale Allen
Jack Cartwright
Jack Sollis

9978

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

CE ---- CAE ---- RECEIVED LS ------ TC ------
COF CM ---
OE ---------
CA ---------- 1985 FE ------ CP ------
CAM ---------- CONSTRUCTION FOC ----------
SEO ------- SECTION QCS ----------
FILE ---------

ROM RAS
RTS RECEIVED
RUS JUN 1 0 1985
RSO REGION 4
ASSIGNED ________

June 6, 1985

Thomas L. Gellner, P.E.
Director of Public Works
P.O. Box 431
Bend, OR 97709

Re: Replacement of Contaminated Water Pipe
Greenwood Avenue Crossing at Division Street

Dear Mr. Gellner:

In reply to your letter of May 21, 1985, please be advised that I do not feel that the State of Oregon is responsible for the contamination of the pipe. There is no evidence that "crankcase oil" was placed near the pipe. The Highway Division testing of a portion of the liquid contained in the pipe indicated that it had diesel oil in it, but there was no indication it had crankcase oil in it.

I do not see how you can conclude because the water rose to two feet over the top of the pipe and the trench that this is the responsibility of the Highway Division. The fact that the seal on the end of the pipe was not substantial enough to withstand the water pressure is certainly not the responsibility of the Highway Division. The fact that the City did not foresee the possibility of water forming in the trench during the winter and did not place a heavier seal on the pipe is not the fault of the Highway Division.

The City was certainly aware of the fact that the trench would be open during the winter and that water would accumulate in it, and it was your responsibility to seal the pipe in such a manner so as to keep it from being contaminated.

In conclusion, there is no evidence that anyone allowed a large amount of motor oil to be dumped into the ditch. The indication is that it was diesel oil and the source is, at the present time, unknown.

Sincerely,

Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

JLS:skn
cc: Jack Cartwright
Dale Allen

Tom -
Our AG Came on Pretty strong! - State will continue to try to assist City whenever possible - This case however has legal limitations I cannot control.
Dale

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

May 30, 1985

In Reply Refer to
File No.:

Mr. Thomas L. Gellner, P. E.
Director of Public Works
P. O. Box 431
Bend, OR 97709

Re: Water Pipe Damage
Greenwood and Division

Dear Mr. Gellner:

Your May 21st letter asked the Highway Department to accept responsibility for the above damage.

We believe the responsibility lies in one of two areas. First, if some of the verbal information we received is correct, there was a rather large diesel spill suspected to originate from the adjacent bulk plant. If that is the case, they would be responsible. The other possibility is that a relatively small amount of crankcase or diesel oil was dumped on the ground and was carried into the pipe by a heavy rain storm. In this case, there is a question as to whether the pipe was adequately protected from normal run-off or whether the responsibility lies with the party that drained a crankcase or spilled some diesel.

To help resolve the issue, I have requested written statements from our people who were on the job, as well as obtaining statements from any contractor's personnel that may have information. This will be furnished to your office to take appropriate action.

The Highway Division cannot authorize payment for damage caused by others or due to rain. We will, however, continue to cooperate in an effort to define the responsibility.

Very truly yours,

Dale Allen
Region Engineer

cc Jerry Th[illegible]kery
Jack Sollis

CITY of BEND P.O. BOX 431 • BEND, OREGON 97709

May 21, 1985

RECEIVED
MAY 24 1985
RR & UTILITY UNIT

Mr. Jack M. Cartwright
Utility Relocation Coordinator
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

RE: Replacement of contaminated water pipe Greenwood Avenue crossing at Division Street

Dear Mr. Cartwright:

This letter is in disagreement with and asks you to reconsider your denial of our claim for replacing contaminated pipe on the job.

The pipe was installed and protected adequately from contamination by a plastic seal on the end of the pipe. High water marks in the trench showed that the water and oil rose to a level of two feet over the top of the pipe before the seal broke. As our seal was only meant to keep dirt, nuisance water and animals out of the pipe, it performed well.

Ordinarily water and dirt will not contaminate a pipe and the pipe can be cleaned and placed in service. In this case, however, a large amount of motor oil was allowed to be dumped in the ditch, and when the ditch was flooded by a rainstorm the motor oil was carried into the pipe.

We feel that the State of Oregon is responsible for both the presence of crankcase oil anywhere near our pipe and the flooding that carried the oil into the pipe. Both of these items are the job of the State in protecting the construction site.

When the damage occurred we acted immediately to repair the damage. This was done so as not to hold up the project and in the belief that the State would give us fair treatment. I am still expecting the fair treatment.

See attached
Report

Sincerely,

Thomas L. Gellner

Thomas L. Gellner, P.E.
Director of Public Works

mw

cc: Dale Allen
Jerry Thackery
R. O. Havig

LABORATORY RECORD
HIGHWAY DIVISION — MATERIALS SECTION

Contaminated Water

Laboratory No. 85 6492

Data Sheet No. A-37878

Prefix 9-1040

Project Greenwood Ave. U'xing @ Division St. (Bend)

Laboratory charge 36.00 P

Highway Central Oregon

Contractor Douglas S. Coats. Inc. No. 9918

Date received 4-17-85

Submitted by Jerry Thackery

Date reported 4-25-85

Source of Material FA Proj. F-21-3(13)

Sampled or inspected at Low point of water pipe

To be used

Sampled or inspected by 4-16-85

Quantity represented

THE WATER SAMPLE SUBMITTED CONTAINED UPON VISUAL INSPECTION SOME SORT OF PETROLEUM BASED CONTAMINENT. THIS CONTAMINENT WAS EXTRACTED AND ANALYZED. INFRA-red ANALYSIS DETERMINED THE SAMPLE TO BE MOST PROBABLY DIESEL. THE MATERIAL DID NOT DEMONSTRATE MANY OF THE BREAKDOWN PRODUCTS NORMALLY OBSERVED IN USED CRANKCASE OIL.

RECEIVED
APR 29 1985
RM ☐ APM ☐ OP ☑
ASSIGNED

REPORT TO:

- ☐ F.H.W.A.
- ☐ Construction Engineer
- ☐ Maintenance Engineer
- ☐ Bridge Engineer
- ☐ Region Engineer
- ☑ Project Manager Jerry Thackery
- ☐ Dist. Maintenance Supervisor
- ☐ Materials, Portland
- ☐ Materials, Eugene
- ☑ Files
- Douglas S. Coats, Inc.

RECOMMENDATION:

Material as represented by this sample does, does not comply with specifications.

FOR INFORMATION ONLY

REC
MAY 28 1985
RR & UTILITY UNIT

9918

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 15, 1985

Mr. Tom Gellner
Director of Public Works
City of Bend
P.O. Box 431
Bend, OR 97709

RE: Replacement of Contaminated
Water Pipe
Greenwood Avenue U'Xing at
Division Street (Bend) Section
Central Oregon Highway
Deschutes County

Dear Mr. Gellner:

Reference is made to your billing of cost, dated April 26, 1985, for the replacement of a contaminated water main in Greenwood Avenue which was directed to Jerry Thackery, Project Manager.

I have reviewed the circumstances related to the original installation, contamination and replacement of the contaminated water main in Greenwood Avenue. My understanding is that the ditch for the original installation of the water main was performed by the State's contractor and that the installation of the water main was accomplished by City of Bend forces. It is the State Highway Division's opinion that the water main was installed in a construction area and the City of Bend should have installed the pipe in such a manner as to protect it during construction. I can find no evidence that the Oregon State Highway Division is responsible for the contamination of the water main. I, therefore, must deny your claim for reimbursement of the replacement cost.

I recommend that the City attempt to find out who was responsible for the discharge of the petroleum product that contaminated the water main. Any claim for replacement cost should be made to them.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC:jr

cc: Dale D. Allen
Jerry Thackery
R. O. Havig

RVE RAS FAS
RECEIVED GEO
RUS MAY 17 1985 RDS
RSG REGION 4
ASSIGNED______________

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

[illegible]: Jack Cartwright
Utility Engineer

DATE: May 8, 1985

R.O. Havig

FROM: Richard O. Havig
Region Utility Specialist

SUBJECT: Claim from City of Bend
Greenwood Avenue U'Xing @ Division St. (Bend) Section
Central Oregon Highway
Deschutes County

Enclosed find billing from City of Bend for replacing contaminated water pipe on subject project. At this time no one is sure how the contamination occured. The State should not be responsible for payment on this billing.

Please advise Tom Gellner, Public Works Director for City of Bend, our position on this matter.

If you have any questions, please advise me.

ROH:mr

cc: Jerry Thackery

1905
CITY of BEND
P.O. BOX 431 • BEND, OREGON 97709

ROM RE POE RAS FAS
RTS RECEIVED GEO
RUS APR 25 1985 RDS
RSO REGION 4 FSI
ASSIGNED

April 26, 1985

State of Oregon
Department of Transportation
Highway Division
63055 N. Highway 97
Bend, Or 97701

Attn: Jerry Thackery

Billing for Replacement of Contaminated Pipe - Greenwood-Division Project. The following charges occurred on April 17, 1985.

Labor:

G. Baker	9 hrs. @	$ 8.8502/hr.	=	$ 79.65
Z. Booth	9 hrs. @	10.7598/hr.	=	96.84
K. Mahaffey	9 hrs. @	8.8502/hr.	=	79.65
F. McGinnis	9 hrs. @	14.1334/hr.	=	127.20
G. Ream	9 hrs. @	11.2964/hr.	=	101.67
R. Tipton	9 hrs. @	10.7598/hr.	=	96.84
		Subtotal		$581.85
		plus 60% overhead		349.11
		Total		$930.96

Vehicles:

Pickup #16	9 hrs. @	$ 8.00/hr.	=	$ 72.00
Pickup #17	9 hrs. @	8.00/hr.	=	72.00
Pickup #33	9 hrs. @	7.50/hr.	=	67.50
Loader #115	9 hrs. @	16.35/hr.	=	147.15
Crane #144	9 hrs. @	16.60/hr.	=	149.40
Backhoe #202	9 hrs. @	20.80/hr.	=	187.20
Backhoe #121	9 hrs. @	12.50/hr.	=	112.50
		Total		$807.75

Materials:

71.55 Cubic Yards of Rock	$ 506.45
8 joints of 12" D.I. pipe @ $10.79/ft.	$1,553.76
Subtotal	$2,060.21
plus 15% overhead	309.03
Total	$2,369.24

TOTAL DUE	$4,107.95

9918

STATE OF OREGON

INTEROFFICE MEMO

ROW 18-2

TO: Bob Gormsen, Manager
Commission Services

DATE: May 20, 1985

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: Greenwood U'Xing at Division
Street
City of Bend
Deschutes County
ODOT Agreement No. RR-1155
File No. 53830

RAILROAD COMPANIES
FILE No. 1155

Attached is the State's copy of a fully executed construction easement relating to the subject project.

RDT:jr
attach.

cc: Don Trout w/attach. (2)
Dale Allen w/attach.
J. B. Boyd w/attach.
Harold Brainerd w/attach.
Jerry Thackery w/attach.

Listed in Agreement book 6/27/85

RECEIVED
MAY 21 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9918

nig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME - Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

5-7-85

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-21-85

8. FEDERAL ROUTE NUMBER Primary 21 Spur

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
GREENWOOD AVENUE UNDERCROSSING AT DIVISION STREET (BEND)

11. GENERAL DESCRIPTION OF WORK
Revised Force Order Cost

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Fredrickson's April 29, 1985 letter, revised costs for Force Order No. 8 are approved for a TEC of $2,224.33; Federal Funds $1,961.00.

(Increase TEC $224.33; FF $198.00)

RECEIVED
STAT. HWY ENGR
MAY 8 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 5/8

14. DATE 5/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(13)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/9/85	Primary 21 Spur	Primary 7

10. GENERAL LOCATION:
Greenwood Avenue U'xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Provide electric services to temporary traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/9/85 as requested in Mr. Fredrickson's letter of 2/27/85 as being cost effective for the use of PP&L forces to proceed with the above work. State Force Order No. 9 representing work to be performed by Pacific Power & Light forces is approved for a TEC of $640; Federal Funds $564.

RECEIVED
STATE HWY ENGR
MAR 15 '85
REFER TO
FOR

Orig. to
3/18

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
3/13/85	Christianson	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/21/85

8. FEDERAL ROUTE NUMBER Primary 21 Spur

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Greenwood Avenue U'xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Temporary striping of detour and temporary signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/21/85 as requested in Mr. Fredrickson's letter of 2/27/85 as being cost effective for the use of City of Bend forces to proceed with the above work. State Force Order No. 8 representing work to be performed by City of Bend forces is approved for a TEC of $2,000; Federal Funds $1,763.

RECEIVED
STATE HWY ENGR
MAR 15 '85
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
3/18

14. DATE 3/13/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(13)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Deschutes
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10133

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/2/85
8. FEDERAL ROUTE NUMBER Primary 21 (Spur)
9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Greenwood Avenue U'xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Underpinning railroad abutements

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/2/85 as requested in Mr. Fredrickson's letter of 3/5/85 as being cost effective for the use of BNRR forces to proceed with the above work. State Force Order No. 5 representing work to be performed by Burlington Northern Railroad forces is approved for a TEC of $16,000; Federal Funds $14,104.

RECEIVED
STATE HWY ENGR
MAR 15 '85
REFER TO
[illegible]
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
3/18

14. DATE 3/13/85
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTA N
FEDERAL HIGHWAY ADMINISTR N

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/2/85

8. FEDERAL ROUTE NUMBER Primary 21 Spur

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Greenwood Avenue U'xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Remove and reinstall fire preemption signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1/2/85 as requested in Mr. Fredrickson's letter of 3/5/85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $2,500; Federal Funds $2,204.

RECEIVED
STATE HWY ENGR
MAR 15 '85
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig
3/18

14. DATE 3/13/85

15. SIGNATURE OF APPROVING OFFICIAL CH Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9918

1

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

February 28, 1985

Lawrence W. Erwin
Attorney at Law
1183 NW Wall St., Suite A
Bend, OR 97701

Re: M & J Tavern

Dear Mr. Erwin:

In reply to your letter of February 20, 1985, addressed to the State of Oregon Highway Department, please be advised that as I understand the situation, the City of Bend has prohibited parking on certain city streets that are being used as a detour because of the construction being undertaken by Highway Division Contract No. 9918.

As I understand the law, the allowance or prohibition of parking is a police power that may be exercised by the State, a county, or a city. As long as it is reasonably exercised, there is no compensation due any business because parking is restricted, either permanently or for a limited period of time on a city street, state highway, or county road.

If there are any other facts relating to this situation of which I am unaware, I would be most happy to discuss the matter with you.

Sincerely,

JACK E. SOLLIS
Assistant Attorney General

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 1 '85
REFER TO
FOR
Info Invest R/O D/R Sign Act File

JLS:skn
cc: Harold Brainerd
Dale Allen
C. O. Frederickson
W. E. Schwartz
Risk Management

9712

LAW OFFICE OF
LAWRENCE W. ERWIN, P.C.

1183 N.W. WALL ST. SUITE A
BEND, OREGON 97701

TELEPHONE
(503) 382-0967

February 20, 1985

City of Bend
City Hall
Bend, Oregon 97701

State of Oregon
Highway Department
Bend, Oregon 97701

Re: M & J Tavern

Please be advised I represent M & J Tavern located on Greenwood Avenue in Bend, Oregon.

The construction underway has seriously interfered with my client's leasehold interest and has interrupted his business.

I am writing to determine whether this matter may be resolved short litigation.

If you have a person assigned to risk management or claims, it would be appreciated if you would have that person contact me within ten (10) days from the date of this letter. If you do not contact me within ten (10) days, we will have to take such legal action as is appropriate.

Very truly yours,

LAW OFFICE OF LAWRENCE W. ERWIN, P.C.

Lawrence W. Erwin

LWE/vb
cc: Mr. Rick Whittemore
Mr. Harold Branard, State Hwy Dept.
Highway Department, Salem
Department of Transportation, Salem
City of Bend, Public Works

RECEIVED
STATE HWY ENGR
FEB 21 '85
REFER TO
Sollis
FOR

Info	Immed	R/D	O/R	Sign	Act	File
					X	

Orig to
2/21

9912

STATE COPY

rll

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

cc: OSHD (Coulter)

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Deschutes	DIVISION Oregon

IN COMPANY WITH
J. Thackery, Project Manager, S. Macnab, Region 4 Operations Engineer, OSHD

DATE OF INSPECTION 1/30/85	INSPECTION MADE BY D. B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. F-21-3(13)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 14 %	WORK COMPLETED 8 %

GREENWOOD AVENUE U'XING @ DIVISION STREET (BEND) SECTION
CENTRAL OREGON HIGHWAY
Grading, Paving & Structure

This project provides for the construction of an overpass of Division Street over Greenwood Avenue, the lowering of Greenwood Avenue under the Burlington Northern Railroad, and the associated approach grading and related construction.

The project was awarded on November 8, 1984 to Douglas S. Coats, Inc., P.O. Box 311, Bend, Oregon 97709 in the amount of $1,211,852. The contract has a specified completion date of May 31, 1986. Work began on the project on December 14, 1986.

The contractor has placed the detour in operation. The required traffic control devices are in place and the detour is functioning satisfactorily. Several additional signs have also been placed.

The contractor was excavating on Greenwood Avenue just east of Division Street at the time of this inspection. Excavation was being accomplished with two hydro hammers mounted on backhoes.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
FEB 12 '85
REFER TO
Fredrickson
FOR
Info Invest R/D D/R Sign Act File

cy
2/14

Form F

Some work has been started on retaining wall "A". This work was delayed pending receipt of a suitable concrete mix design.

The plans indicate that the Division Street - Greenwood Avenue intersection varies from a right angle by 1°-1'. Later information indicates that this intersection is 90 degrees. Slight revisions to several work items have already been made to accommodate the 90 degree angle.

9918

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-21-3(13)

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Deschutes

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-14-85

4. PROGRAM NO.:

5. ITEM NO.: 10133

6. TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 11/21/84

8. FEDERAL ROUTE NUMBER: Primary 21 Spur

9. STATE ROUTE NUMBER: Primary 7

10. GENERAL LOCATION:
Greenwood Avenue U'Xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK:
Furnish and install temporary traffic signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/21/84 as requested in Mr. Fredrickson's letter of 1/2/85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $2,900; Federal Funds $2,465.

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/15

14. DATE: 1/14/85

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hosner

16. TITLE: for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 19-4

Sp.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-17-84

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/18/84

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 27

10. GENERAL LOCATION:

Greenwood Avenue U'xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK

Revised costs of utility adjustments

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 10/2/84 the revised costs for the relocation of the City of Bend's fire alarm facilities, as approved 5/4/84, for a TEC of $647.50; Federal Funds $570.84 is approved.

(Increase TEC $157.50; Federal Funds $138.84)

The above authorization is contingent upon modification of Project Agreeement if additional funds are required.

RECEIVED
STATE HWY ENGR
DEC 19 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
12/19

14. DATE 12/17/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

December 11, 1984

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

CON 5

#9918

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9918 for work on the Greenwood Avenue Undercrossing at Division Street (Bend) Section of the Central Oregon Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

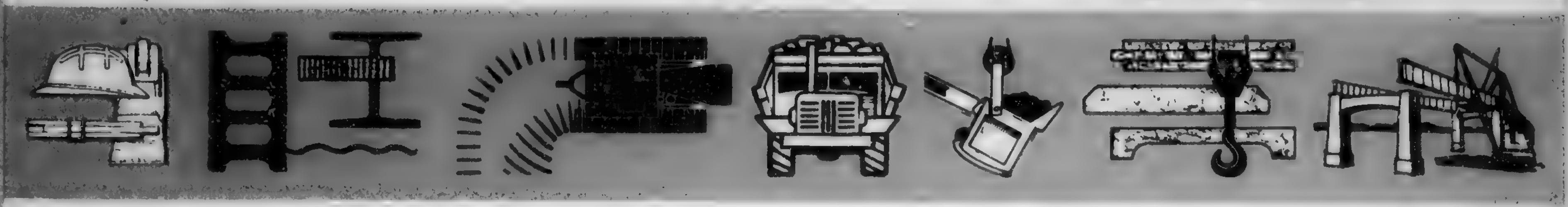
elp

Enclosure

cc: Transamerica Insurance Company
700 N. E. Multnomah Street
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Will Robertson
L. E. George

BRIDGES **STREETS & ROADS** **STEEL STRUCTURES**



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97701 • (503) 382-7330

November 5, 1984

Office of Commission Services
Room 121, State Transportation Building
Salem, Oregon 97310

Re: GREENWOOD AVE. U'XING AT DIVISION ST. (BEND)

Gentlemen:

For our apparent low bid Thursday November 1, 1984 for the above project our Minority Business Enterprise is listed as follows:

E M W Construction Co:, 20008 Alderwood Circle, Bend, Or.

Bid Item #45 - Furnish and Set Prestress Slabs
26 @ 2,500.00 Ea. 65,000.00 = 5.36%

WBE participation will be by:

H & H ELECTRIC, P O Box 6209, Bend, Oregon 97708

Bid Item # 10 - Lump Sum	1,000.00	
Bid Item #49 - 4.10 L.F.	820.00	
Bid Item #63 - 4.91 L.F.	4,320.80	
Bid Item #64 - LUMP SUM	13,400.00	
	19,540.80	= 1.6%

Sincerely,

DOUGLAS S COATS INC

Ruth L Pooler

Ruth L Pooler, Secretary

RECEIVED
NOV 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

CON 12-

STATE OF OREGON

INTEROFFICE MEMO

TO: Files

DATE: Nov. 14, 1984

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 1, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened Nov. 1, 1984 on the following projects:

1. Pacific Highway East at Ivy, Grant & Elm Streets (Canby)
   Pacific Highway East, Clackamas County
   Traffic Signals
   Pedestrian signals and bicycle sensitive detector loops to be installed at these intersections.

2. Greenwood Avenue U'xing @ Division Street (Bend)
   Central Oregon Highway, Deschutes County
   Grading, Paving & Structure
   Four eleven-foot lanes with shoulders varying from ten to four feet. Sidewalks variable from four to eight feet available for bicycle and pedestrian traffic.

3. Lakeshore Drive - Deer Creek (Selma)
   Redwood Highway, Josephine County
   Grading & Paving
   Twelve to fourteen-foot lane with sixteen-foot left turn median lane. Six to eight-foot shoulders are available for bicycle/pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Klamath River (Keno) Bridge
   Green Springs Highway, Klamath County
   Grading, Paving & Structure
   Twelve-foot lanes with eight-foot shoulders and a six-foot sidewalks on the structure. Shoulders are available for bicyclists.

5. Territorial Hwy. at Lawrence Rd.
   Territorial Highway, Lane County
   Grading & Paving
   Left turn median construction. Twelve-foot lanes. Four-foot shoulders available for bicycle and pedestrian traffic.
   Same as No. 3.

6. SW 65th Ave. - SW Capitol Hwy.
   Beaverton - Hillsdale Highway, Multnomah County
   Grading & Paving
   Existing multi-lane highway will be widen to provide four to six-foot shoulders and six-foot sidewalks. Shoulders will be designated as bike lanes.

7. Pine Grove Rock Production
   Wapinetia Highway, Wasco County
   Aggregate Crushing
   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Shaniko Rock Production
   Shaniko - Fossil Highway
   Aggregate Crushing
   Same as No. 7.

9. Hole In the Wall
   Baker-Copperfield Highway, Baker County
   Grading
   Slide Correction. Temporary alignment
   Bicycle trails and foot path will not be constructed at this time but may share roadway with traffic.

HSC/cm

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

CON 19-

STATE OF OREGON

INTEROFFICE MEMO

TO: J. B. Boyd, PE, PLS
Right of Way Manager

DATE: November 1, 1984

FROM: Roger Trygstad
Railroad & Utilities Supervisor

NOTED
E. S. HUNTER

SUBJECT:

Railroad negotiations continue to be difficult as railroads continue to cut back on personnel. Union Pacific, for example, has retired the Public Project Engineer in both the Oregon and Idaho Divisions and given all the work to ONE NEW man. He now has all or parts of five states. Southern Pacific Transportation Company has a real bottleneck in San Francisco. Pat Jumper from San Francisco visited me last week and said things are really discouraging for them. They just can't respond timely. Burlington Northern continues to be nearly unresponsive. SOMEHOW, HOWEVER, WE HAVE BEEN MEETING SCHEDULES.

Training for the year included Employe Development tape programs in Effective Listening, Stress Management, Speaking and Psychology of Winning.

Big projects included Greenwood Avenue in Bend. Negotiations included a construction easement, access control, bridge work and pole line work by railroad and numerous discussions relating to specs and plans of work to be done by our contractor. All were successful and timely.

Upcoming and ongoing projects include Yeon Avenue and the Nicolai-W. Fremont projects in Portland. These involve easements, PUC involvement, track work by railroads, pipe line permits, elimination of a great number of crossings and a railroad sho-fly.

RT:jh

cc Hunter - this gives some perspective of our RR problems
JB 11/1/84

RECEIVED
STATE HWY ENGR
NOV 2 '84
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

81-125-1367

CON 19-4
Sp.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(13)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-16-84

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STAT HWY ENGR
OCT 18 '84
REFER TO Potter
FOR
Info | Inve | R/D | D/R | Sign | Act | File

Orig w/ att
10/18

7. DATE AUTHORIZATION EFFECTIVE 10/10/84

8. FEDERAL ROUTE NUMBER Primary 21 Spur

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Greenwood Avenue U'Xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Grade, Pave, Structures and Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 10/5/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 10/8/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,513,589; Federal Funds $1,334,226.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE 10/16/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoover

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 13.-
4

October 2, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Fire Alarm Facilities Relocation
City of Bend Fire Department
Greenwood Avenue U'xing @ Division St. (Bend) Section
Central Oregon Highway
Deschutes County
Project No. F-21-3(6)

Reference is made to my letter of June 12, 1984, which submitted an estimate of cost for the relocation of the City of Bend Fire Department's alarm facilities and to your Letter of Approval and/or Authorization, dated June 18, 1984, which approved participation in the estimated cost of $490. Copies of my letter and your PR-1240 are attached.

The relocation of the fire alarm has been completed and a final billing of cost, in the amount of $647.50, received. The final cost of $647.50 exceeds the estimated cost of $490.00 by $157.50 or 32.14%. The cost overrun is due to under estimating the time required to accomplish the relocation work.

The City of Bend Fire Department has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $647.50 is requested. The work is covered by OFW#05.

JMC/GAP/nv
Attachments
cc: ✓ R. S. Hunter
J. M. Cartwright
Rich Evans, Hwy. Acct.
R. O. Havig

RECEIVED
STATE HWY ENGR
OCT 4 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

[illegible]

CON 19-4
3p.

STATE OF OREGON

INTEROFFICE MEMO

RAILROAD & UTILITY UNIT 378-6511 ROW 18-2

TO: Robert Gormsen
Commission Services

DATE: August 13, 1984

FROM:

Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT:

Greenwood U'xing @ Division Street
City of Bend
Deschutes County
Project F-21-3(10)
ODOT Agreement No. RR-1155
ROW File 53830

RAILROAD COMPANIES
FILE No. 1155

Attached is the Highway Division's fully executed copy of an Advance Agreement providing release of access relating to the subject project.

RDT/nv
cc: D. E. Wilken, FHWA - w/copy
Wayne Cobine - w/copy (2)
Dale Allen - w/copy
J. B. Boyd - w/copy
Harold Brainerd - w/copy

11/7/84
Filed in agree
book
fn

Pg 31
[illegible]

Contains Recycled Materials

CCN 19-4
dp.

July 9, 1984

Mr. Charles A. Lundgren
Engineer, Public Works
Burlington Northern Railroad Co.
999 Third Avenue, Suite 2000
Seattle, WA 98104

Crossing No, 28T-151.00-B
Greenwood U'xing at Division St.
City of Bend
Deschutes County
ODOT Agreement No. RR-1155

RAILROAD COMPANIES
FILE No. 1155

Dear Chuck:

Enclosed is Burlington Northern's copy of the fully executed Agreement relating to our project at the subject location.

You are hereby authorized to proceed with the adjustment of your facilities as detailed in the Agreement. We will be receiving bids for our project on September 27, 1984.

Reimbursement for the work performed by Burlington Northern will be made subject to the provisions of FHPM 1.4.3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/nv
Enclosure

bc: D. E. Wilken, FHWA - w/copy
Robert Gormsen-w/Original
C. O. Fredrickson
W. F. Cobine - w/copy (2)
Dale Allen - w/copy (2)

NOTE TO ALLEN: Please have an Order fpr State Force Work prepared.

7/18/84 [illegible]

9511

CON 19-4

Sp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 5, 1984

To: Executive Department
Federal-Aid Coordination Unit

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

I am submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
10133	F-21-3(13)	Greenwood Ave. U'xing @ Division St. (Bend) PNRS No. 820610-028-2

DRH:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9417

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6) CON

2. STATE PROJECT NO. See below 17-4

2A. COUNTY NAME Deschutes LP

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

7-3-84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-16-84

8. FEDERAL ROUTE NUMBER Primary 21 (Spur)

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Greenwood Ave. U'xing at Division St. (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 6-18-84 I approve the revised costs for the sanitary service line relocation by the City of Bend to a TEC of $21,787.34 F.F. $19,212.07.

(Increase TEC $1,188.34 - F.F. $1,048.07)

RECEIVED
STATE HWY ENGR
JUL 11 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to R12

14. DATE 7-3-84

15. SIGNATURE OF APPROVING OFFICIAL G. R. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6) CON 19-4

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
7-2-[illegible]

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-2-84

8. FEDERAL ROUTE NUMBER Primary 21(Spur)

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Greenwood Ave. U'xing at Division St. (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Railroad Adjustments

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 6-26-84 I approve the agreement with the Burlington Northern Inc., as approved by the Highway Division on 5-23-84. An approved copy is returned herewith.

Also, as requested, you are authorized to proceed with the necessary work for the adjustment of the O'xing Structure as a TEC of $71,225 - F.F. $62,784.

RECEIVED
STATE HWY ENGR
JUL 11 '84
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. 7/12

14. DATE 7-2-84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 12-4
-5p

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: June 26, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

Subject: Railroad Agreement
Project No. F-21-3(6)
Greenwood Ave. U'xing @ Division St. (Bend) Section
Central Oregon Highway
Deschutes County

Enclosed for your approval are two copies of a fully executed agreement between Burlington Northern Inc., and the State Highway Division on the subject project, which was approved by the Highway Division on May 23, 1984.

I request the following:

1) Authorization to proceed with work by the railroad for adjustments to their O'xing structure and the ordering of required materials. The estimated total cost for work by the railroad is $92,225 which includes $21,000 for adjustments to signal and communication lines previously authorized on May 1, 1984. Authorization to proceed as requested above will involve an increase in total cost of $71,225 and federal funds of $62,784.

2) The return of one copy of the agreement approved for our file.

CL:me
Enc.
cc: R. Trygstad
General Files

Form 734-3122

CON 19-4
Sp

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 18, 1984

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

NOTED
E. S. HUNTER

Gary A. Potter

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Sanitary Sewer Line Relocation Contract
City of Bend
Greenwood Ave. U'xing @ Division St. (Bend) Section
Central Oregon Highway
Deschutes County
Project No. F-21-3(6)

Reference is made to my letter of March 26, 1984, which submitted the low bid for the sanitary sewer line relocation contract let by the City of Bend, and to your Letter of Approval and/or Authorization, dated April 13, 1984, which approved participation in the contract cost of $18,330. Copies of my letter and your PR-1240 are attached.

The relocation of the sanitary sewer line has been completed and a final contract cost, in the amount of $19,518.70, received. The final cost of $19,518.70 exceeds low bid of $18,330.00 by $1,188.70 or 6.48%. The City of Bend in a letter dated June 12, 1984, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached. Estimated engineering cost remains $2,268.64. No billing received to date.

The City of Bend has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final contract and estimated engineering cost of $21,787.34 is requested.

JMC/GAP/nv
Attachments
cc: ✓E. S. Hunter,
J. M. Cartwright
Rich Evans, Hwy. Acct.

RECEIVED
STATE HWY ENGR

JUN 20 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

Cod 19-4
Sp.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/4/84

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 27

10. GENERAL LOCATION:

Greenwood Avenue U'Xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

Orig. to
6/22

RECEIVED
~~STATE HWY~~ ENGR
JUN 22 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Clear | Act | File

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 6/12/84 this will confirm the advance approval date of 5/4/84 contingent upon modification of Project Agreement if additional funds are required, to proceed with the adjustments to the City of Bend's Fire Department fire alarm system relocation on an actual cost basis estimated to be $490; Federal Funds $432.

I approve the Agreement with the City of Bend Fire Department.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 6/18/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CCN 19-4
2p.

RECEIVED
STATE HWY ENGR
JUN 14 '84
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

June 12, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administrator

FROM: for Wayne Halvie
Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Fire Alarm Facilities Relocation
City of Bend Fire Department
Greenwood Ave. U'xing @ Division St. (Bend) Sec.
Central Oregon Highway
Deschutes County
Project No. F-21-3(6)

Here is a copy of an estimate of cost to adjust the City of Bend Fire Department's fire alarm facilities dated May 21, 1984.

A certification prepared by Richard O. Havig as to the rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will not be issued, as the facilities occupy City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and crossings of the project.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 4, 1984, under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $490.

JMC/GAP/nv
Enc.
cc: E. S. Hunter
J. M. Cartwright
R. O. Havig

rll

CON 19-d
Sp.

41.1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/1/84

8. FEDERAL ROUTE NUMBER Primary 21 (Spur)

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:

Greenwood Avenue U'Xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 5/1/84 this will confirm the advance approval date of 5/1/84 to add "Work by Railroad Forces" to the character of proposed work and authorization to proceed with the actual adjustments to their communication lines on an actual cost basis at a TEC of $21,000, Federal Funds $18,500.

RECEIVED
STATE HWY ENGR
MAY 29 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

cy
5/29

14. DATE 5/16/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 19-4
Sp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: May 1, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

**ORIGINAL SIGNED BY
GARY A. POTTER**

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. F-21-3(6)
Greenwood Ave. U'Xing @ Division St. (Bend) Sec.
Central Oregon Highway
Deschutes County

I request your approval of a program change on the subject project to include in the charactor of proposed work, "Work by Railroad Forces" necessary for the adjustment and protection of their facilities.

I further request confirmation of verbal authorization to proceed with work by the railroad as of May 1, 1984, to adjust their communication lines at an estimated total cost of $21,000 with an obligation of $18,500 in federal funds.

CL:bkb
cc: R. Trygstad
General Files

Form 734-3122

911

CCN 19-4
JP.

NOTED
E. S. HUNTER

ROW 18-4

May 7, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Fire Alarm Facilities Relocation
City of Bend Fire Department
Greenwood Ave. U'xing @ Division St. (Bend)
Central Oregon Highway
Deschutes County
Project No. F-21-3(6)

RECEIVED
TECHNICAL SERVI
MAY 9 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Dear Mr. Carter:

Confirmation of your verbal authorization for the City of Bend Fire Department to proceed with the relocation of their fire alarm facilities in conflict with this project as of May 4, 1984 is requested. An estimate, upon receipt, will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
May 4, 1984 is approved

David B. Carter

David B. Carter, Area Engineer

JMC/nv
cc: ~~E. S.~~ Hunter
W. F. Cobine
Dale D. Allen
R. O. Havig
Pete Gonzalez

RECEIVED
STATE HWY ENGR
MAY 8 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIV
MAY 9 1984
RR & UTILITY UNIT

Con. 19-4

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4/27/84	Primary 21	Primary 7

10. GENERAL LOCATION:

Greenwood Avenue U'Xing at Division Street Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ XX ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 4/24/84 and contingent upon modification of Project Agreement if additional funds are required, you are authorized to proceed with the acquisition of access control on file #53876 as shown on sketch map attached to request at a TEC of $12,000, Federal Funds $10,578.

RECEIVED
STATE HWY ENGR
MAY 1 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
5/1

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/27/84	John D Wichman	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 17-4
Sp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 24, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project No. F-21-3(10)
Greenwood Ave. U'Xing @ Division St. Section
Central Oregon Highway
Deschutes County
(File No. 53876)

I request authorization to proceed with the actual acquisition of the above listed property on the subject project at an estimated total cost of $12,500.00. The interest to be acquired consists of change of grade release as indicated on the enclosed sketch map.

No relocation is involved, and authorization to proceed as requested will not require an additional obligation in federal funds at this time.

RHZ:bkb
Enc.

cc: J. Boyd
D. Aman
General Files ✓

Form 734-3122

7912 7

ROAD DESIGN SECTION 378-6553 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

April 17, 1984

J. H. Versteeg
Road Design Engineer

File 53876
Greenwood Ave. U'Xing
at Division St. (Bend) Section
Central Oregon Highway
Deschutes County

As requested, attached is a "description only" file (53876) which was set up for "Change of Grade Release" on the subject project.

ORIGINAL SIGNED BY
W. H. WAKERLIG

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

Con 19-2

Sp.

9912 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4-3-84

4. PROGRAM NO.

5. ITEM NO. 10133

2A. COUNTY NAME Deschutes

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/16/84

8. FEDERAL ROUTE NUMBER Primary 21 (Spur)

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Greenwood Avenue U'Xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Revised Utility Costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 3/26/84 I approve the Contract amount of $20,599 for adjustments to the City of Bend's sanitary service lines.

(Increase TEC $3,206 Federal Funds $2,827)

RECEIVED
STATE HWY ENGR
APR 5 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
4/5

14. DATE 4/3/84

15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 19-4
-5f

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ROW-18-4

March 26, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Sanitary Sewer Line Relocation
City of Bend
Greenwood Ave. U'xing @ Division St. (Bend) Section
Central Oregon Highway
Deschutes County
Project No. F-21-3(6)

Reference is made to my letter of December 28, 1983, which submitted an engineer's estimate of cost to adjust the City of Bend sanitary sewer facilities by the contract method. The City has advertized the sewer work, received bids and, with State's concurrance, awarded the contract to the low bidder Peratt Bros., Inc. for a low bid of $18,330.00. A copy of the tabulation of bids is enclosed.

Here is a copy of a revised engineer's estimate of cost for the sanitary sewer facilities relocation that reflects the low bid contract cost.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's sewer facilities.

Your approval of the revised actual cost agreement, as evidenced above, and confirmation of your original authorization to proceed with the work as of 1-16-84 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $20,599.

JMC/GAP/nv
Enc.
cc: E. S. Hunter ✓
J. M. Cartwright

RECEIVED
TECHNICAL SERVICES
MAR 28 '84
REFER TO
FOR
File
Act
Sign
O/R
R/D
Invest
Info

CON 19-4
- 12. B

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

TO: File

DATE: March ~~23~~ 21, 1984

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: ADMINISTRATIVE SETTLEMENT
Files 53252 and 53257
Miller Lumber Company
Greenwood Avenue U'Xing
at Division Street (Bend)
Section
Central Oregon Highway
Deschutes County
FAP No. F-21-3(10)

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

This settlement covers two separate parcels of land. File 53252 is owned by the Miller Lumber Company and File 53257 is owned by the Burlington Northern Railroad but is leased by the Miller Lumber Company on a long term basis. Miller Lumber Company owns all improvements on the Burlington Northern Railroad property.

These properties are separated by Division Street but are operated as part of the Miller Lumber Company's retail lumber yard and corporate office.

The total reviewed value of these two properties is $159,700. The proposed settlement is $203,500. This represents a total increase of $43,800 or 27%.

The major problem in negotiating a settlement on these files was created by the lack of unity of title between the parcels. The Chief Counsel for the Department of Transportation was of the opinion that these properties did not have unity of title and could not be appraised as a single entity. Although this may be correct from a legal standpoint, it creates a serious problem from an appraisal standpoint because the properties have been operated as a single unit for many years. Right of Way Supervisor Harold Brainerd, in his transmittal letter of March 15, outlines the problems created by the unity of use and presents a strong argument in support of the settlement. I believe his arguments justify the proposed settlement and recommend to the Transportation Commission that the options be accepted.

RH:jr

3/29/84 - discussed with
Scott Coulter it is our
opinion that we should
proceed but continue
to press B.N.
C Coulter
Trygstad

APPROVED
Date 3/29/84
Manager
Right of Way Section
Dept. of Transportation

81-125-1387

9114

CON 17-4
S.P.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-24-84

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/24/84

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Greenwood Avenue U'Xing at Division Street Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 1/18/84 and Mr. J. B. Boyd's letter of 2/21/84 you are now authorized to proceed with the actual acquisition of "Vehicular access control only" for file number 53830 at a TEC of $3,000 Federal Funds $2,644.50 contingent upon modification of Project Agreement if additional funds are required.

Also, my PR-1240 with authorization date of 3/28/83 for right-of-way acquisition is amended for files 53251 through 53257 to the actual acquisition of "Vehicular access control only" with the understanding there will be a break in the access control on Division Street - right of approximate engineers station 22+30.

orig to
3/5

RECEIVED
STATE HWY ENGR
MAR 5 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act

14. DATE 2/24/84

15. SIGNATURE OF APPROVING OFFICIAL John H. Wichman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

CON 19-4
3p

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 18, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. F-21-3(10)
Greenwood Ave. U'xing @ Division St. Sec.
Central Oregon Highway
Deschutes County
(File No. 53830)

I request authorization to proceed with the actual acquisition of the above listed property on the subject project at an estimated total cost of $3,000. The interest to be acquired consists of control of access as indicated on the enclosed sketch map.

No relocation is involved and authorization to proceed as requested will not require an additional obligation in Federal funds at this time.

CL:bkb
Enc.

cc: J. Boyd
D. Aman
General Files

Form 734-3122

CON 19.4
5p.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

February 21, 1984

TO: Dale Wilken, Division Administrator
Federal Highway Administration

NOTED
H. S. COULTER

J B Boyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Attorney General's Opinion
Greenwood Avenue Undercrossing at
Division Street Section
Central Oregon Highway
Deschutes County
F-21-3(10)
Ref: HRW-OR

We have obtained an Attorney General's Opinion, OP-5631; that Opinion is attached. The Opinion reinforces the previous information that we have given you. We would appreciate your approving the present acquisition program for the taking of access rights on this project. The method we have chosen is logical and meets the needs of both our organizations.

JBB:jh
attach.

cc: Fred Miller
H. S. Coulter
E. S. Hunter
V. E. Skoog
Gary Potter
Dale Allen
Harold Brainerd

RECEIVED
STATE HWY ENGR
FEB 22 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

DAVE FROHNMAYER
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
HIGHWAY LEGAL
113 Transportation Building
Salem, Oregon 97310
Telephone: (503) 378-4259

February 15, 1984

Copies to
Coulter
Boyd
allen

copy [illegible]

Fred D. Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Opinion Request OP-5631

Dear Mr. Miller:

You have asked two questions concerning the payment for damages to abutting property resulting from a highway change of grade. Specifically, you ask:

1. If a change in grade is determined to be compensable by the Department of Transportation under ORS 105.755 or 105.760 because of any destruction, restriction or interruption of the common and necessary use and enjoyment of private property, but no property rights are acquired, is there a taking under Oregon laws of eminent domain so that a condemnation action may be instituted?

2. If the answer to the first question is no, is there any other legal action which may be instituted by the State for a determination of the damages or injury to the property, which may be compensable under ORS 105.755 or 105.760?

A change of grade is essentially the raising or lowering of the road from a grade or level previously established or maintained as measured from the centerline of the public road. *See, e.g., Northwestern Ice and Cold Storage Co. v. Multnomah County*, 228 Or 507, 365 P2d 876 (1961). ORS 105.755 and 105.760 provide for the liability of certain public bodies to pay just and reasonable compensation for any legal damage or injury to real property abutting upon the road or street affected by the grade change. These statutes also provide for a cause of action by property owners against the appropriate public body responsible for the change of grade. Both ORS 105.755 and 105.760, in essence, establish liabilities, causes of action, judicial procedures and, to a certain extent, a waiver of governmental immunity from resulting damages.

The Federal Highway Administration (FHWA) has taken exception to the procedure followed by the State of Oregon, pursuant to these statutes, in providing compensation to the owners of property affected by a change of grade. FHWA contends that the procedure violates the requirement that the State comply with Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, Public Law 91-646, 42 USC 4601-4655. ORS 281.060 directs Oregon public bodies to follow and be guided by the Act in their programs and projects which require the acquisition of real property. The main contention of FHWA is that 42 USC 4651(8), as it applies to state agencies receiving federal assistance for a project, prohibits intentionally making "it necessary for an owner to institute legal proceedings to prove the fact of the taking of his real property." It is argued that in change of grade situations the failure of the Oregon Department of Transportation (ODOT) to file condemnation proceedings, and the requirement that property owners file suit for an ascertainment and recovery of damages, violates this section.

We have not been specifically asked whether the procedures outlined in ORS 105.755 and 105.760 violate the federal Act. Rather, we are asked whether a change of grade constitutes a "taking" under Oregon law so that a condemnation action may be instituted when it is determined by ODOT that there will be damages because of destruction, restriction or interruption of the common and necessary use and enjoyment of private property, but no property rights are being acquired.

Oregon Constitution, art I, sec 18 provides that "Private property shall not be taken for public use, . . . without compensation." Eminent domain procedure is found in ORS ch 35, and that procedure may be instituted "whenever in the judgment of the condemner it is necessary to acquire property for a purpose for which the condemner is authorized by law to acquire property." ORS 35.235(1). The ability to exercise the power of eminent domain is, therefore, also limited by the specific grant of legal authority to the entity wishing to exercise it.

It is important to note that the constitution requires compensation when there is a "taking," and that ORS ch 35 and other specific statutes provide when the entity may "take." The question presented is whether ODOT has the authority to bring an action rather than whether it must provide compensation. However, an inverse condemnation action may arise and there may be a constitutional "taking" requiring compensation in situations where the governmental entity may not have authority in the first instance to institute eminent domain proceedings. This could occur when there is a lack of public necessity, no "property" is being acquired or the acquisition is not authorized by a specific grant of authority to the public body.

It has long been common law in the State of Oregon that a change of grade does not create a constitutional taking for which compensation must be paid. *Wilson v. Portland*, 132 Or 509, 285 P 1030 (1930); *Barret v. Union Bridge Co.*, 117 Or 220, 243 P 93 (1926); and *Brand v. Multnomah County*, 38 Or 79, 60 P 390, 62 P 209 (1900). It was determined in these cases that there was no actual physical injury to or acquisition of the real property, which conditions are necessary to meet the constitutional standard of a taking, and that there were merely "consequential damages," or "damages which did not a amount to a 'taking'," or "damnum absque injuria." Without a constitutional or statutory provision requiring compensation, such damages were not compensable. A constitutional "taking" in Oregon historically required a physical acquisition of real property or a real property interest.

Thus, Oregon is a "taking" state, and its law with regard to condemnation differs markedly from some other states which are "taking or damages" states requiring compensation for damages even when there is no physical taking. It was the inability to compensate abutting property owners for damages arising out of a change of grade which prompted many states to amend their constitutions to include "damages" as a basis for awards in condemnation cases. 2A Nichols on Eminent Domain, sec 6.4441 (3rd ed 1978).

Oregon took a different tact by providing a statutory remedy to abutting property owners for damages resulting from change in grade. Oregon Laws 1939, Chapter 529, sec 25 was worded essentially the same as the current ORS 105.760, formerly ORS 373.040. It was stated in Northwestern Ice and Cold Storge Co., supra at 517, that:

> "There can be no doubt that ORS 373.040 was a special act to grant an abutting land owner relief for the consequential damage he was compelled to suffer without compensation because his land was not taken from him as in condemnation. The injury he suffers is not the loss of the property itself, but the loss of the use as advantagously as before the change of grade, which may in many instances be as severe as the taking of the property itself."

ORS 105.755 was adopted by the Oregon Legislature in 1961 to include city streets in grade change proccedings. Or Laws 1961, ch 550, sec 1.

The earlier cases have not been overturned and art I, sec 18 has not been amended since 1924, either of which might have occurred if the legislature had not enacted the forerunner to ORS 105.755 and 105.760 in 1939. The answer to your first question, therefore, is that a change in grade is not a "taking" and a condemnation action cannot be filed in such circumstances. However, because of the trend of the Oregon courts to liberalize the definition of "taking" in inverse condemnation cases, we examine some of those cases.

In Morrison v. Clackamas County, 141 Or 564, 568, 18 P2d 814 (1933), an inverse condemnation case, a taking within the meaning of art I, sec 18 was defined as "any destruction, restriction or interruption of the common and necessary use and enjoyment of the property of a person for a public purpose." Depending upon a factual determination of the seriousness of the interference, it has been found that both repeated trespasses and continuing nuisances may be found to be a taking. See Thornburg v. Port of Portland, 233 Or 179, 184-185, 376 P2d 100 (1962). In part, such decisions are justified in that either a trespass or a nuisance can give rise to an easement. Thornburg, supra at 192.

One of the more recent inverse condemnation cases, Lincoln Loan Co. v. State Highway Commission, 274 Or 49, 545 P2d 105 (1976), reversed and remanded the trial court order sustaining a demurrer to the inverse condemnation complaint. The court found that placing a "cloud of condemnation" over the property, which resulted in a "condemnation blight" and defacto taking, not of possession of the property, but of a substantial use and benefit thereof, could be actionable in inverse condemnation. Therefore, it was for the trier of fact to determine if the evidence established an interference with the use and enjoyment of the property substantial enough to constitute a taking. Lincoln Loan was the first case in Oregon to use the "condemnation blight" theory of inverse condemnation. The previous cases had required either a physical invasion of the property, i.e., trespass, or the acquisition of an easement over the property, i.e., nuisance, to justify a taking when there was no physical acquisition. See also, Moeller v. Multnomah County, 218 Or 413, 345 P2d 813 (1959). In any event, even in inverse condemnation cases property or a property interest will be legally transferred to the public body, even if it is only an easement. Cereghino v. State Highway Commission, 230 Or 439, 448-450, 370 P2d 694 (1962).

A very important distinction between condemnation and inverse condemnation proceedings is that in the former the proceeding is in rem, a taking of property itself and not a taking of rights of designated persons, State Highway Commission v. Clark, 238 Or 505, 395 P2d 146 (1964), while inverse condemnation can involve a taking of a "property right" of the property owner, Cereghino, supra. This distinction is important because it highlights the difficulty in analogizing and applying inverse condemnation cases to condemnation proceedings. Another important difference is that inverse condemnation proceedings are brought by the property owner, and not the condemner or purported condemner, as a substitute for tort actions when the tort is continuous or repeated. The meaning of the terms "taking" and "property" as used in art I, sec 18 may or may not differ when used in a condemnation or inverse condemnation proceeding. However, because of the above differences the reasoning and decision in inverse condemnation cases are of doubtful application to condemnation proceedings.

Notwithstanding the inverse condemnation cases, ORS ch 35 refers to "acquisition of property." What, if any, property is taken by a change of grade? Assuming that no physical property is taken, no square foot, no rock or tree, and that no easement over the abutting property is being acquired for running equipment, storing material or for a detour; nothing is acquired on or above the abutting property. That leaves the acquisition of whatever rights the property owner has on or over the highway, i.e., an easement, making the highway the servient estate and the abutting property the dominant estate. The primary difficulty with such an arrangement is that the highway right-of-way was acquired, by one of several methods, for public use and highway purposes. The raising or lowering of the grade is a legitimate use of the property so acquired and interference with this use would be an interference with the rights acquired by the state. One of the early justifications for the decision that a change of grade is not a taking was that when the right of way was acquired, all expressed or implied easements or restrictions over that right of way, unless expressly reserved, were also acquired and merged. See 2A Nichols on Eminent Domain, sec 6.4441[2] (3rd ed 1978). This reasoning appears as sound today as it did when Barrett was decided.

The most common easements an abutting owner might have would be easements for air, light, view and access. It has been held generally that rights to light, air and view can arise only from an actual grant, and in the absence of a grant, compensation based on the existence of such rights cannot be recovered. See 2 and 3 Nichols on Eminent Domain, sec 5.14 et seq. and sec 10.221 et seq. (3rd ed 1978). Oregon courts have yet to rule on the existence of these rights or easements absent an express grant. The case of Sweet v. Irrigation Canal Co., 198 Or 166, 191, 254 P2d 700, 256 P2d 252 (1953), intimates, however, that there may be an interest held by an abutting property owner in light and air over a highway, and that there may be a taking if the right is impaired or interfered by a use "other than legitimate highway purposes." A change of grade will generally be for a legitimate highway purpose.

The common law right of access is an accepted right of abutting property owners. However, the right of access is subject to restriction and even to elimination, if other adequate access is available, by use of the governmental police power. See, e.g., State Highway Commission v. Central Paving Co., 240 Or 71, 399 P2d 1019 (1965), and Boese v. City of Salem, 40 Or App 383, 595 P2d 822 (1978). In fact, the legislature has eliminated most if not all common law rights of an abutting owner in state highways constructed, relocated or reconstructed after May 12, 1951, by enacting ORS 374.405 et seq.

We conclude, therefore, that a change in grade takes no physical property and takes no property rights. While it is conceivable that a change in grade in certain extreme instances may cause the destruction, restriction or interruption of the common and necessary use and enjoyment of private property by changing the elevation of the roadway in relation to the property, the legislature has provided an adequate and exclusive remedy under ORS 105.755 and 105.760. Given the wording of art I, sec 18 and the earlier court decisions, there is no "taking" for an inverse condemnation or condemnation proceeding. We further conclude that ODOT probably lacks authority to bring a condemnation action where there is a change of grade with no physical taking, and the attempt to bring such an action might result in a misuse of public funds to compensate a property owner for a loss which was not suffered within the meaning of ORS ch 35. This is not to say that ODOT may not make an independent determination of liability and the amount of damages which might be compensable under ORS

105.755 or 105.760, or to negotiate and attempt to settle with the property owner if ODOT finds that damages have resulted.

You have also asked whether there is any other legal action which may be instituted by ODOT, instead of the property owner, for determination of the damages or injury which may be suffered by a change of grade. An examination of the various recognized types of suits and causes of action indicates that a declaratory judgment proceeding is the only possible alternative. See ORS ch 28. However, we do not believe declaratory judgment proceedings are a viable alternative given the courts great latitude and discretion to accept or reject such proceedings, given the adequacy of an alternative remedy for the property owner under ORS 105.755 or 105.760, and given the possible attack for lack of a justiciable controversy. The success of a declaratory judgment proceeding for this purpose is doubtful at best. Therefore, we see no other feasible legal action which may be used.

While the procedures under ORS 105.755 or 105.760 are not labeled exclusive remedies, we cannot justify a suit in eminent domain or any other action by ODOT for a determination of damages under those statutes given the statutory scheme, case law and the wording of the Oregon Constitution. An action, if one is brought, must be brought by the property owner under the procedures of ORS 105.755 or 105.760. The laws of other states might provide differently. However, our state laws permit no other conclusion.

Very truly yours,

Donald C. Arnold
Chief Counsel
General Counsel Division

DCA:DKH:lt

CCN 17-4
x P.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 17, 1984

In Reply Refer to
File No.:
ROW

Mr. William E. Miller
Miller Lumber Company
5 N.W. Greenwood Avenue
Bend, Oregon 97701

File 53253
Greenwood Avenue U,Xing at
Division Street (Bend) Section

The Greenwood-Division Street Overpass will be contracted within the next nine months. We have presently scheduled it for April 26 and are attempting to maintain that time schedule. This time schedule is dependent upon our being able to clear the property owners rights on the project by this time. It is my understanding that our Right of Way Section will be negotiating with you shortly in order to maintain this schedule.

This project will have a beneficial effect on traffic patterns in the Bend area. We are looking forward to a successful completion of it.

H. Scott Coulter
State Highway Engineer

JBB:jr sl

bc J. B. Boyd
Dale Allen
Harold Brainerd

"SINCE 1911"
Miller Lumber
BEND
PRINEVILLE
REDMOND
MADRAS

5 N.W. GREENWOOD AVENUE
BEND, OREGON 97701
TELEPHONE (503) 382-3023

RECEIVED
STATE HWY [illegible]R
FEB 7 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

February 4, 1984

Mr. Scott Coulter
State of Oregon Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Subject: Greenwood - Division Street Overpass

Dear Mr. Coulter:

Our Bend retail building material operation will be severely impacted by the above project. In order for The Miller Lumber Company to survive the changes brought about by this project, it must complete significant alterations to its physical plant. Bids were opened for a major portion of these alterations on October 7, 1983. The awarding of the contract has been delayed awaiting information from the Department of Transportation. For The Miller Lumber Company to maintain a viable business during the construction of the Overpass, it is essential that Phase I and Phase II of its 3-phase alteration plan be completed before the Overpass construction starts. The questions we present are:

✓ 1. What is the most likely date the Overpass Project will be advertised for bid?
2. What is the latest possible date the Overpass Project will be advertised for bid?

If it is certain the Overpass Project will be bid within the next nine months, Miller Lumber will immediately start construction of Phase I and Phase II.

If it is likely that the Overpass Project will be delayed one year or more, Miller Lumber will continue its existing operations without any alterations and await further information from your Department.

The advantages of Miller Lumber starting its construction soon is that the low-bid general contractor and sub-contractors are not busy now and are willing to "highball" the job through at the Oct. 7, 1983 bid price. In addition, this is a slow time of year for the area's building activity which means the most convenient time for The Miller Lumber Company to be hindered by its own construction.

We at The Miller Lumber Company will greatly appreciate any consideration you may give to our questions.

Sincerely,

THE MILLER LUMBER COMPANY

William E. Miller

William E. Miller

cc Dale Allen, Region Engineer
cc Harold Brainerd, Region R/W Supervisor

cy

RECEIVED
TECHNICAL SERVICES
FEB 9 '84
REFER TO
Boyd
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

by 2-13

9918

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION: Greenwood Avenue U'Xing at Division Street (Bend)	REGION: 4

SURVEY AUTHORITY	AUTHORIZATION NO. 4	PREFIX 009-1915	DATE Jan. 23, 1984

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 30,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		1,000	934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		4,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		700
905 FINAL DESIGN		17,000	920 PROGRAM MANAGEMENT		8 000	937 HYDRAULICS		300
906 BRIDGE DESIGN		51,200	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN		900	922 ADMIN. SERVICES		100	949 URBAN STUDIES		2,000
909 RIGHT-OF-WAY DESCRIPTION		3,300	923 ENVIRONMENTAL SECTION		45,000	950 TRAINING		1,000
910 REGION GEOLOGIST		7,100	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		8,000	925 AIR MONITORING		2,500	960 PERSONAL LEAVE		300
912 LANDSCAPE			926 FOUNDATION		15,000	980 PUBLIC HEARING		10,000
913 RIGHT-OF-WAY LIAISON		3,000	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		2,500	932 RAILROAD & UTILITIES		2,800			

RIGHT-OF-WAY PREFIX	TOTALS	$	$220,200
	PREVIOUS AUTHORIZATION	$179,900
FEDERAL AID PROJECT NUMBER: F - 21 - 3(6)	ADD. AUTH. REQUIRED	$ 40,300

LOCATION ENGINEER'S REMARKS

Approved through P.S. & E.

1 Versteeg ✓
Anderson
(cy) Adams
(cy) Macnab
2 Edwards E Stoudenmeyer
Terpin
3 Trout
(cy) Wakerlig

RECEIVED
FEB 2 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY Ronald T. Noble	DATE 1-23-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/25/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-16-84	

734-1914 (7-82)

Con 19-4
3f

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/16/84

8. FEDERAL ROUTE NUMBER Primary 21 (Spur)

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Greenwood Avenue U'Xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 12/20/83 I approve the revised Preliminary Engineering Costs to a TEC of $220,200 Federal Funds $194,171.

(Increase TEC $40,300 Federal Funds $35,536)

RECEIVED
STATE HWY ENGR
JAN 19 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
1/19

14. DATE 1/16/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9

CON 19-4
S.P.

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

1-16-84

4. PROGRAM NO.

5. ITEM NO. 10133

2A. COUNTY NAME Deschutes

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-16-84

8. FEDERAL ROUTE NUMBER Primary 21 (Spur)

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
GREENWOOD AVENUE U'XING AT DIVISION STREET (BEND) SECTION

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's December 28, 1983 letter, you are now authorized to proceed with the actual adjustments to the City of Bend's sanitary sewer facilities. Since the City of Bend is not adequately staffed and equipped to perform the work the contract method of performing such work, as indicated in the estimate, is approved at a TEC of $17,393; FF $15,337.

I approve the Agreement with the City of Bend.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENG
JAN 24 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act

Orig. to
1/24

14. DATE 1-16-84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

Con 19-4
Sp

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4620

January 9, 1984

copy
LEG 8

NOTED
H.S. COULTER

Fred D. Miller, Director
Department of Transportation
135 Transportation Bldg.
Salem, Oregon 97310

Re: Opinion Request Dated January 4, 1984
(OP-5631)

Dear Mr. Miller:

This is to acknowledge receipt of your request for an opinion concerning a change in grade. The opinion has been assigned to the General Counsel Division for preparation of a letter of advice.

Very truly yours,

Don Arnold

Donald C. Arnold
Chief Counsel
General Counsel Division

DCA:mc

RECEIVED
STATE HWY ENGR
JAN 14 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cy

RECEIVED
DOT DIRECTOR
JAN 11 '84
REFER TO Sollis - Coulter
FOR
Info Inves R/D D/R Sign Act File

CON 19-4
-Sp

January 4, 1984

The Honorable Dave Frohnmayer
Attorney General
Department of Justice
100 Justice Building
Salem, Oregon 97310

ROW

Change In Grade Law
Oregon Project F-21-3(10)
Greenwood Avenue Undercrossing
at Division Street

28T-151.00B

A problem has developed relative to the meaning of our change in grade statute. The Federal Highway Administration contends that causing a property owner to institute an inverse action against the State if he is not satisfied with the compensation arrived at under ORS 105.755 or ORS 105.760 constitutes a violation of our need to comply with Title 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. I would appreciate your informal opinion on the following:

1. If a change in grade is determined to be compensable by the Department of Transportation under ORS 105.755 or 105.760 because of any destruction, restriction or interruption of the common and necessary use and enjoyment of private property, but no property rights are acquired, is there a taking under Oregon Laws of eminent domain so that a condemnation action may be instituted?

2. If the answer to the first question is no, is there any other legal action which may be instituted by the State for a determination of the damages or injury to the property, which may be compensable under ORS 105.755 or 105.760?

In order to avoid the necessity of an action being instituted by the property owner, we would appreciate your expeditious handling of these two informal opinions in order that we may continue our progress on this project.

Fred D. Miller
Director

JBB:jr jc

bc: H. S. Coulter
E. S. Hunter
J. B. Boyd
Dale Allen
Jack Sollis

CON 19-4
S.P

December 28, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Sanitary Sewer Line Relocation
City of Bend
Greenwood Ave. U-xing @ Division St. (Bend) Sect.
Central Oregon Highway
Deschutes County
Project No. F-21-3(6)

Here is a copy of an engineer's estimate of cost to adjust the City of Bend's sanitary sewer facilities dated December 14, 1983, and a sketch showing their proposed relocation. The City plans to have the work done by contract let on a competative bid basis.

A certification prepared by Richard O. Havig as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated April 4, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's sanitary sewer facilities.

Your approval of the actual cost agreement and contract method, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $17,393.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter ✓
D. E. Swan
Jack M. Cartwright
R. O. Havig

RECEIVED
TECHNICAL SERVICES
DEC 30'83
REFER TO
FOR
File
Act
Sign
Info

7712

X 9 7

ROAD DESIGN SECTION 378-6558

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

December 16, 1983

J. H. Versteeg
Road Design Engineer

File 53830
Greenwood Ave. U'Xing
at Division St. (Bend) Section
Central Oregon Highway
Deschutes County

Attached is a description (1 file) and an authorization covering additional right of way required for the subject project. Right of way prints for this file is being forwarded to your office this day with revisions of Files 53251 through 53257.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

9918

Stoudenmeyer TN

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Bend, Oregon 97708

December 6, 1983

FROM: Dale D. Allen
Region Engineer

Dale D Allen

TO: V. H. Versteeg
Road Design Engineer

SUBJECT: Greenwood Avenue U'Xing @ Division
Central Oregon Highway
Deschutes County
FAP: F 21-3(10)

The right of way change of grade releases on this project should be revised to provide for access control. The recommended limits of the access control provisions are as follows:

Greenwood Avenue - Station 12+75 to 17+50

Division Street - Station 20+80 to 24+70

Since right of way negotiations are currently under way, this change should be implemented as soon as possible.

1 Versteeg ✓
Anderson ✓
N Adams ✓
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

(kr) copy

RECEIVED

DEC 8 1983

ROAD DESIGN
SECTION

Do Not File ☐
Return to
Bring Up __/__/__
Action

DDA:HGB:pw

cc: J.B.Boyd

9911

[illegible]

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-21-3(10)
Greenwood Avenue Undercrossing
at Division Street

Date: November 29, 1983

RECEIVED
STATE HWY ENGR
DEC 1 '83
REFER TO
Sollis
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☒ File ☐

From: Division Administrator

Reply to
Attn. of: HRW-OR

To: Mr. H. S. Coulter
State Highway Engineer

Orig. to 12/1

Based on discussions with members of your Right-of-Way staff it is ou understanding that when the State changes the established grade of a street the State is liable for any damages or injury to any property abutting upon the street affected by the grade change, such as will occur on the subject project. We were, however, advised that a grade change alone does not constitute a taking of property. Consequently, since there are no property rights to be acquired, the condemnation process is not available for resolving the amount of compensation to be paid an abutting owner. If an abutting owner does not agree with the State's offer of compensation it will be necessary for the owner to institute a legal action against the State.

Because of our need to insure compliance with Title III of the Uniform Act, we request that you obtain a legal written opinion from the State's Attorney General addressing the following question: ←

> Can a change in grade constitute a taking under Oregon law if any destruction, restriction, or interruption of the common and necessary use and enjoyment of the property occurs as a result of the grade change?

It is also important to note that Federal funds were authorized for participation in the eligible right-of-way acquisition costs incurred on the project which includes the payment for real property or interest therein acquired. In the event it is determined that the damage or injury caused by a change in grade does not result from a taking of property, Federal funds will not be eligible to participate in the payments made by the State for release of its liabilities.

Should you have any questions in regard to the foregoing, please contact us.

John R Wickman
for Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)
ODOT (Jack Sollis, Attorney General)

[illegible] 17-4

September 23, 1983

DES 23
16532

The Honorable Samuel Langmas
Mayor, City of Bend
Post Office Box 431
Bend, OR 97709

Greenwood Avenue Undercrossing at BNRR
Greenwood Avenue Undercrossing
at Division Street (Bend) Section

I appreciate your concern with the timing of the Greenwood Avenue-Division Street project and its impact on the public and adjacent businesses. The negotiations with the Burlington Northern Railroad are the controlling element in scheduling the project. The efforts to expedite those negotiations have not been very encouraging. The Railroad, as late as this date, will not commit itself to an approval date other than to indicate that it will be sometime after the first of the year.

I assure you that the Department will continue its effort to obtain the Railroad's approval as early as possible. The project plans, utility adjustment, acquisition of right-of-way and all of the other items necessary to go to contract will be completed by December of this year.

Fred D. Miller
Director

bc H. S. Coulter
E. S. Hunter
W. J. Hart
Dale Allen

WJH:jrb fn

CITY of BEND P.O. BOX 431 • BEND, OREGON 97709

September 12, 1983

Mr. Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Dear Mr. Miller:

The Bend City Commission is concerned about the progress of building the overpass on Division Street over Greenwood Avenue and the deepening of Greenwood Avenue. Apparently the Burlington Northern Railroad is reviewing the plans and as they have about nine plans to review, they estimate four to six months to complete the review of our project.

Due to our short construction season in Central Oregon, we will have the intersection of Division Street and Greenwood Avenue torn up for two construction seasons if we are not able to call for bids this fall. I have been informed by the Regional Office of the State Highway Division that when the railroad approves the plans we could complete our specifications and have a bid letting in about sixty days.

We respectfully request that you urge the Burlington Northern Railroad to expedite the review of the plans submitted by the State Highway Divsion.

Sincerely,

Sam Langmas
Samuel Langmas
Mayor

cc: H. Scott Coulter, State Highway Engineer
Dale Allen, Regional Engineer
SL/sl

RECEIVED
STATE HWY ENGR
SEP 14 '83
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

RECEIVED
DOT DIRECTOR
SEP 14 '83
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

16532

August 26, 1983

Mr. D. A. Bell
Chief Engineer - Region
Burlington Northern Railway
Public Works - Central Bldg.
810 Third Avenue
Seattle, WA 98104

Greenwood Undercrossing at
Division Street
City of Bend
Crossing No. 28T-151.00-B

ATTN: Charles Lundgren

Attached are three copies of advance detail drawings for the subject structure. Also, enclosed are plans for the existing railroad structure. Also, as I promised in my letter of June 29, I am sending a copy of our foundation report for this project.

As I discussed with you on the phone earlier this week, I think that all we need to bring this project to reality is a temporary construction permit or easement to construct the walls and parking lot and whatever paperwork you need for us to proceed with the letting of the contract to lower the roadway under your structure.

We desire to let this contract just as soon as the paperwork with the railroad is completed. I would, therefore, appreciate your early attention to this matter.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
Attachments

bc: Dale Allen
Will Robertson
Walt Hart
J. B. Boyd

RECEIVED
AUG 29 1983
BRIDGE SECTION

NOTE:
W.J.

Roger Trygstad
Railroad & Utilities Engineer

April 1, 1983 DES 23
16546
16650

ORIGINAL SIGNED
JERALD E. BACKSTRAND
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

Greenwood Avenue Undercrossing at
BNRR
Greenwood Avenue Undercrossing at Division
Street (Bend) Section
Deschutes County
BNRR Structure Modification and New
Retaining Walls
BRS 16546, 16650

Attached are seven copies of Drawings 38311, 38312 and 37865 which are the preliminary plan and elevations for the structure on the subject project.

Greenwood Avenue under the existing BNRR structure (BR 16546) will be lowered to increase the existing minimum vertical clearance from 10'-8" to 15'-6". The existing horizontal roadway clearances will remain at about 26 feet each side of the center bent. In order to maintain the existing horizontal roadway clearances at the lowered grade line, with two 4-foot wide sidewalks, it will be necessary to remove the existing concrete footing at the railroad bridge center bent and replace it with a new footing at a lower elevation, founded in solid rock, with Type "G" barrier faces.

The proposed parking lot fills each side of Greenwood Avenue between the BNRR structure and the new Division Street Undercrossing structure (BR 165[illegible]2) will require new retaining walls (BRS 16550 D & E) and therefore the existing westerly railroad bridge wingwalls will have to be removed. There is a proposed stairway as part of the new south retaining wall, at the request of Miller Lumber Company which leases the land from BNRR. The stairway will be on Miller Lumber Company's leasehold. A retaining wall (BR 16650A) on BNRR right of way along the north side of the Miller Lumber Company building will be required.

Since there is no significant change in the roadway width under the railroad structure, a PUC application will not be required upon advice of Dave Astle, Assistant PUC Commissioner. Please forward the above information and appropriate plans to the PUC and the BNRR.

GDA:jrb
Attachments
cc: E. S. Hunter
D. D. Allen
J. B. Boyd /w/ 2 attachments

attach in file

9-19

CON 19-4
54

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-21-3(6)
Greenwood U'xing at Division Street and
BNRR Bridge Nos. 16532 & 16546

Date: September 16, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter
State Highway Engineer
Salem, Oregon

We approve the final plans for the two structures and the retaining walls of the above project. We note the final plans have incorporated changes not shown in the preliminaries submitted March 31. These changes involve the walls around the Miller property and elimination of the stairwell on Greenwood. We would appreciate a sketch of what work is involved by "other" on the final plans submitted August 25. Please send us your revised estimate of costs.

The difficult construction problems and possible blasting involved in the railroad pier alternatives and the rock excavation necessary along adjacent operating businesses could be very critical. Protection for these installations could be incorporated in the project plans and specifications.

For Dale E. Wilken

cc:
OSHD (W Hart)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
4 1 83
REFER TO
Hunter
Info X

Orig w/att

CON 19-4

2P

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

9-12-83

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/12/83

8. FEDERAL ROUTE NUMBER Primary 21 (Spur)

9. STATE ROUTE NUMBER Primary

10. GENERAL LOCATION:

Greenwood Avenue U'xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 9/2/83 you are now authorized to proceed with the actual adjustments for the City of Bend's sewer line relocation inspection and service line adjustment. Reimbursement on an actual cost basis estimated to be $3,722 Federal Funds $3,282 is approved.

I approve the Agreement with the City of Bend.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
SEP 26 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 9/26

14. DATE 9/12/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

CON 19-4
S.p

RECEIVED
TECHNICAL SERVICES
SEP 6 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

September 2, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Sewer Line Relocation Inspection
and Service Line Adjustment
City of Bend
Greenwood Ave. U'xing @ Division St. (Bend) Sec.
Central Oregon Highway
Deschutes County
Project No. F-21-3(6)

Here is a copy of an estimate of cost for sanitary sewer line relocation inspection and service line adjustments dated August 12, 1983. The sanitary sewer relocation will be done by the State's contractor.

A certification prepared by Richard O. Havig as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated April 4, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $3,722.

JMC/GAP/llr
Enclosure
cc: ~~E. S.~~ Hunter
D. E. Swan
Jack M. Cartwright
R. O. Havig

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6) CON 19-4

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

7-29-83

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/29/83

8. FEDERAL ROUTE NUMBER Primary 21 (spur)

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Greenwood Avenue U'Xing at Division Street (Bend) Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 7/18/83 you are authorized to proceed with the actual adjustments to the City of Bend's sanitary service relocation in the area of Pacific NW Bell's conduit installation by the PNB's Contract forces on an actual cost basis estimated to be $5,000 Federal Funds $4,409.

I approve the Agreement with the City of Bend.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manaul.

RECEIVED
STATE HWY ENGR
AUG 3 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Ap | File

Orig to
8/8

14. DATE 7/29/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

CCN 17-4
DP.

June 17, 1983

City of Bend
City Hall
Bend, OR 97701

AGR 4

Attention: James W. Kerfoot
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7823

Gentlemen:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for construction on Greenwood Avenue Undercrossing at Division Street Section of the Central Oregon Highway, State Primary Highway No. 7.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

ks

Enclosure

bc: Don Harwell (agree. att)

9918

7

STATE OF OREGON **INTEROFFICE MEMO**

TO: Norm Henry
Design Section

DATE: June 8, 1983

FROM: Richard O. Havig
Region Utility Specialist

SUBJECT: Greenwood Avenue Undercrossing @ Division Street (Bend)
Central Oregon Highway
Deschutes County

Enclosed find copy of specifications for sewer line installation that the City of Bend uses for their installation. This is for your information only, our Standard Specification will probably cover most of this work. The City of Bend wants our contractor to install new sewer line as part of contract.

If you have any questions, please call me.

ROH:mr

encl

cc: Glenn Abernathy

1 Versteeg ✓
Anderson
2 Adams
3 Macnab
Stoudenmeyer
Turpin
4 Trout
Wakerlig

RECEIVED
JUN 09 1983
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up ____/____/____
Action

REFERRED TO
Watson ______ Mann
Cole ______ Stoudenmeyer
Erikson ______ King
Beard ______ Bedford ______ Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Measurement shall be per each structure adjusted to the proper grade.

Payment will be made at the contract unit price bid for manhole adjustment. Payment shall include full compensation for materials, equipment and labor required to complete the work.

TRENCH EXCAVATION AND BACKFILL - Sanitary Sewer & Canal Pipe

The work under this item includes trench excavation and backfill for sanitary sewer and canal pipe construction.

Trench excavation and backfill shall include all excavation, backfilling, disposal of surplus material, and all other work incidental to the construction of trenches including any additional excavation which may be required for manholes. The Contractor will not be paid extra for rock excavation. The excavation of rock with special equipment or blasting will be considered as part of the trench excavation operation. The location and depth of the excavation are shown on the plans and standard drawings.

Pipe bedding material shall be silty sand, sand, gravel or crushed rock, or combination thereof, free of humus, organic matter, frozen material and debris. The material shall contain no rock or gravel larger than 3/4- inch and at least 70 percent of the material shall pass a No. 4 standard sieve. Backfill material shall be native material containing no rock greater than four (4) inches in diameter and sufficient finer material to fill interstitial voids. The bedding and backfill material shall be subject to the approval of the Engineer.

A minimum of 4 inches of bedding shall be placed under all pipe for the full width of the excavated trench. Bedding shall be hand-graded to the proper grade ahead of the pipe zone with the material specified. Compaction of pipe zone material shall be by an approved method to 95% of relative maximum density at optimum moisture content as determined by ASTM D698. Compaction of trench backfill shall be performed in 8 inch lifts to 95% of relative maximum density at optimum moisture content as determined by ASTM D698.

Measurement for payment shall be by the linear foot of trench excavation and backfill measured to the center of sanitary sewer manholes and the actual length of pipe in place for irrigation canal installations.

Payment will be made at the contract unit price per linear foot of trench excavation and backfill for the specified pipe size and material.

SEWER SERVICE CONNECTION

This section covers the work necessary for installation of the service connections complete.

In general, service connectins will extend to the street right-of-way line or as directed by the Engineer. A sewer service connection will be provided in the main line.

Excavation and Backfill: Conform to Section TRENCH EXCAVATION AND BACKFILL. In general, the minimum allowable depth of trench at the property line or on private property within the permanent sewer easement shall be 4.0 feet. However, the Engineer shall determine the required depth at the end of the line in each case.

Pipe Fittings for Service Connections:

Manufactured with nominal inside diameters of four and six inches. Except by permission of the Engineer, standard bends as recommenced by the pipe manufacturer, but not exceeding 45 degrees, shall be used at all changes in direction. Pipe and fittings for individual service connections shall be of one type of material throughout, and no interchanging of pipe and fittings will be allowed, unless directed otherwise by the Engineer.

The Engineer will determine the size of the service in every case, unless specifically shown.

Workmanship: Provide ends of all service connection lines and fittings with standard watertight plugs, caps, or stoppers, suitably braced to prevent blowoff during internal hydrostatic or air testing.

The Engineer will establish line and grade to the properties to be serviced by the sewer system. A stake will be placed showing the depth of excavation required at the upstream end of the service connection to be installed.

Service Connection Markers: After the service connection pipe is installed, block and capped or plugged end and install marker, as specified herein and shown on the drawings. Markers shall extend from the pipe to six inches above the finished ground surface.

The Contractor shall take precautions during the backfilling operation to insure the position and location of the marker. If the marker is broken or knocked out of vertical alignment during the backfilling operation, reopen the trench and place the marker in accordance with the details shown on the drawings.

Measurement and Payment:

Trench Excavation and Backfill: Measurement of the trench shall be the same as the measurement of the service connection pipe. Payment shall be made at the appropriate unit prices bid per linear foot. Payment of this item shall constitute full compensation for all work required.

Service Connection Pipe: Payment for service connection pipe in-place will be based on the unit price per linear foot for the appropriate size of pipe stated in the Proposal. Payment for this item shall constitute full compensation for all materials and work required to install the service connection pipe, complete. The measurement of the service connection will be the total lenght of pipe installed, including all fittings, measured horizontally along the pipe centerline. Fittings shall be considered as incidental to the unit price.

SEWER MANHOLES

The construction of sanitary sewer manholes shall be in accordance with the APWA Specifications, standard drawings and construction plans.

Excavation for the manhole structure is included under the Trench Excavation and Backfill item.

Measurement and payment shall be per manhole structure complete in place at the contract unit price per manhole for the first six (6) feet of manhole depth.

Manhole depth is measured from six (6) inches below the lowest pipe invert located therein, to the finished pavement elevation at the manhole. All additional depth required that exceeds six (6) feet will be paid for at the contract unit price for additional manhole depth.

SEWER PIPE & 6" DUCTILE IRON PIPE

Pipe materials for gravity sewers may be of any one of the following:

Concrete Pipe-Rubber Gasket	ASTM-C14, Class III
Asbestos-Cement, Rubber Ring	Class 1500
Castor Ductile Iron Water Pipe...........	AWWA Standard C106 or C108
Polyvinyl Chloride (PVC)	ASTM D3034, standard dimension not to exceed 35. Rubber gasket joints.

Pipe material for 6" Ductile Iron Pipe only shall be Class 50 Ductile A.S.A. specification A21.5 ductile iron pipe. 6" Ductile iron will be used only where specified in the plans and specifications.

Pipe laying and jointing shall be in accordance with the APWA Specifications.

All sanitary sewer lines shall be cleaned and tested after backfilling has been completed. Test procedures are outlined in the APWA Specifications.

Measurement will be made by the linear foot of pipe in place.

Payment will be made at the contract unit price bid per linear foot of sewer pipe, for the diameter specified or 6" Ductile Iron Pipe.

DRILL HOLE

A drill hole is required for the disposal of storm water at the locations shown on the plans or as directed by the Engineer. The hole shall be a minimum of 6-inches in diameter, and drilled to a depth that allows it to intersect a crevice in the rock of sufficient capacity to take the storm drainage water. The drill hole shall be cased to solid rock.

The drill hole shall have a minimum capacity of 400 gallons of water per minute for 8 continuous minutes. The drill hole test may be performed by the City Street Department upon notification, with a reasonable lead' time, from the Contractor. The City Street Department will charge the Contractor a fee for testing.

A complete drill hole includes the first 30 feet measured from the bottom of the basins; casing the drill hole to solid rock a minimum of 6 feet; testing, and the installation of a drill hole cap in accordance with City Standard drawings. Also, included is sealing with cement mortar mix any gaps between the concrete catch basin bottom and the steel casing so that the structure is sealed.

Additional length of drilled hole will be measured by the linear foot drilled in excess of the first 30 feet. Additional length of drilled hole in excess of 40' L.F. shall be approved by the Engineer prior to drilling.

Payment for drilled holes will be at the contract unit price for each 30 foot drilled hole found to comply with City flow standards. Payment for additional linear feet of drill hole approved by the Engineer will be at the contract unit price for each additional linear foot in excess of the first 30 feet. There will be no payment for additional linear feet of drill hole that has not been approved by the Engineer. The City reserves the right to increase or decrease the additional linear feet without limit, at no adjustment in the contract unit price.

WATER

The Contractor shall supply and apply water as required or as ordered by the Engineer. The water shall be applied in a manner approved by the Engineer.

The Contractor shall be responsible for maintaining an accurate record of the amount of water approved or ordered by the Engineer and applied to the project; and submitting these records at the end of the month for payment. Water may be ordered for dust control, clean-up or compaction as determined by the Engineer. If the Contractor has not provided water as ordered by the Engineer, under section 108.11.00 of the APWA Specifications, the City may provide water and charge any applicable costs to the Contractor.

CON 19-2
5P

May 27, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Water Facilities Relocation
City of Bend
Greenwood Ave. U'xing @ Division St. (Bend)
Central Oregon Highway
Deschutes County
Project No. F-21-3(6)

Here is a copy of an estimate of cost to adjust the City of Bend's water facilities dated May 5, 1983. A portion of the work, trenching, will be performed by the State's contractor. The estimated cost, $19,250, has been included in the City's estimate.

A certification prepared by Richard O. Havig as to the rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated April 4, 1983 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will not be issued as these are City facilities on City street right of way.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a segment of facilities less than one mile in length and crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $84,378. (Including contract work).

RECEIVED
TECHNICAL SERVICES
MAY 31 '83
REFER TO
FOR
File
Rpt
Ans
O/R
R/D
Inves
Info

JMC:GAP:llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
R. O. Havig

5-18-83

CON 19-4

r11

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-21-3(6)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10133

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
5/18/83

8. FEDERAL ROUTE NUMBER
Primary 21 (Spur)

9. STATE ROUTE NUMBER
Primary 7

10. GENERAL LOCATION:
Greenwood Avenue U'Xing at Division Street Section (Bend)

11. GENERAL DESCRIPTION OF WORK
Utility adjustments - Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 5/13/83 I approve the program change adding adjustment of utilities including preparatory work to the character of proposed work at a TEC of $65,000 Federal Funds $57,317.

RECEIVED
STATE HWY ENGR
MAY 27 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
5/27

14. DATE
5/18/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 19-4.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: May 13, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter
Manager, Program Section

Subject: Minor Program Change
Project No. F-21-3(6)
Greenwood Ave. U'xing @ Division St. (Bend) Sec.
Deschutes County

I request your approval of a program change on the subject project to include in the character of proposed work,"Adjustment of Utilities including preparatory work", at an estimated cost of $65,000.

This change is necessary to include work by the City of Bend for adjustments in water and sanitary sewer facilities as indicated in the enclosed copy of Mr. Cartwright's memo of May 12, 1983.

Authorization to proceed with actual adjustments will be requested under separate action.

CL:bks
Enc.
cc: J. Cartwright
R.O. Havig
General Files

Form 734-3122

Con 19-4
Sp

STATE OF OREGON INTEROFFICE MEMO

TO: Roger Trygstad
Railroad & Utilities Engineer

DATE: April 1, 1983 DES 23
16546
16650

ORIGINAL SIGNED
JERALD E. BACKSTRAND

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Greenwood Avenue Undercrossing at BNRR
Greenwood Avenue Undercrossing at Division Street (Bend) Section
Deschutes County
BNRR Structure Modification and New Retaining Walls
BRS 16546, 16650

RECEIVED
TECHNICAL SERVICES
APR 4 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Attached are seven copies of Drawings 38311, 38312 and 37865 which are the preliminary plan and elevations for the structure on the subject project.

Greenwood Avenue under the existing BNRR structure (BR 16546) will be lowered to increase the existing minimum vertical clearance from 10'-8" to 15'-6". The existing horizontal roadway clearances will remain at about 26 feet each side of the center bent. In order to maintain the existing horizontal roadway clearances at the lowered grade line, with two 4-foot wide sidewalks, it will be necessary to remove the existing concrete footing at the railroad bridge center bent and replace it with a new footing at a lower elevation, founded in solid rock, with Type "G" barrier faces.

The proposed parking lot fills each side of Greenwood Avenue between the BNRR structure and the new Division Street Undercrossing structure (BR 16532) will require new retaining walls (BRS 16550 D & E) and therefore the existing westerly railroad bridge wingwalls will have to be removed. There is a proposed stairway as part of the new south retaining wall, at the request of Miller Lumber Company which leases the land from BNRR. The stairway will be on Miller Lumber Company's leasehold. A retaining wall (BR 16650A) on BNRR right of way along the north side of the Miller Lumber Company building will be required.

Since there is no significant change in the roadway width under the railroad structure, a PUC application will not be required upon advice of Dave Astle, Assistant PUC Commissioner. Please forward the above information and appropriate plans to the PUC and the BNRR.

GDA:jrb
Attachments
cc: ✓E. S. Hunter
D. D. Allen
J. B. Boyd /w/ 2 attachments

Contains
Recycled
Materials

OCN 19-4
JP.

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
16532,16546,
16650

In Reply Refer to
File No.:

TO: Dale E. Wilkens
Division Administrator
Federal Highway Administration

March 31, 1983

RECEIVED
TECHNICAL SERVICES
APR 1 '83
REFER TO
FOR
Info | Invest | R/D | D/R | Sign

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Greenwood Ave. U'xing Division St. & BNRR(Bend)
Greenwood Ave. U'xing at Division St.(Bend) Section
Central Oregon Highway
Deschutes County
Bridges 16532, 16546 & 16650

Enclosed are two reduced prints of Drawings 38311, 38312 and 37865 which are the preliminary plan and elevation for the subject structures. Copies of the Foundation Reports will be sent later when they become available.

The alignments, roadway widths and sidewalks are in accordance with the standards governing the project. The length of the Division Street structure (Br. 16532) was determined by the widened roadway of Greenwood Avenue utilizing a 65-foot roadway with two six-foot sidewalks. This roadway and sidewalks are restricted to 57-foot and four-foot respectively under the existing B.N. Railroad Structure (Br. 16546) where no revision to the existing end abutments is planned.The vertical clearance under the Division St. Structure will be 15'-6". Under the BNRR Structure the vertical clearance will increase from 10'-8" to 15'-6". In order to maintain the existing horizontal clearances, the railroad center bent footing requires minor modifications as shown in Drawing 38312. Existing wingwalls at the west end of end abutments will be removed to provide for new walls.

The depressed roadway along Greenwood Avenue requires retaining walls to the height of the existing sidewalks to the west of Division Street and to the east of the railroad structure. The property to the north and south of Greenwood Avenue between Division Street and the railroad structures, will require retaining walls along Greenwood Avenue to retain the fill. A stairway is proposed to the south parking lot to facilitate pedestrian access from Greenwood Avenue to Division Street.

The raised gradeline for Division Street requires retaining walls along the west side of Division Street on both ends of the structure. An additional retaining wall along Miller Lumber Company property is required because of the raised street grades.

A number of utilities will be affected by the construction and they will be lowered and/or relocated during construction.

An alternate proposal for a single span structure at Division Street was studied. The increased depth and corresponding raise in gradeline for Division Street were more expensive than a two-span precast slab structure. The railroad structure has a bent in the median and a similar arrangement for the Division Street should not be objectionable.

Division Street will be closed to traffic during construction. Stage construction of bents and retaining walls is required for Greenwood Avenue to maintain two-way traffic during construction.

Architectural treatment of the retaining walls along Greenwood Avenue is being studied and will be submitted with the advance plans.

The estimated cost, including allowance for engineering and contingencies, of the proposed Division Street Bridge (Br. 16532), remodelling of the railroad bridge bent (Br. 16546) and the retaining walls (Br. 16650) are as follows:

Br. 16532	$354,000
Br. 16546	65,000
Br. 16650	561,000
TOTAL	$980,000

We request your approval of our preliminary plans.

Enclosures

~~cc E. S. H~~unter
Gary Potter
Final Design /w/ 1 set
Dale Allen /w/ 1 set
Environmental /w/ 1 set
R. Poole /w/ 2 sets
R. Trygstad /w/ 2 sets

3-28-83 CON 17-4

Sp.

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/28/83

8. FEDERAL ROUTE NUMBER Primary 21 Spur

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:

Greenwood Ave. U'xing at Division St. Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 3/7/83 I approve the relocation plan for the subject project dated 2/25/83 and you are now authorized to proceed with all phases of right of way acquisition for files 53251 through 53257 as shown on R/W map 9B-22-11 at a TEC of $520,000 Federal Funds $458,380.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAR 31 '83
REFER TO Btler
FOR

Info	Incs	R/D	D/R	Sign	Act	File

Origt
3/31

14. DATE 3/28/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

CON 19-4
Sp
1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: March 10, 1983

TO: Executive Department
Federal Aid Coordination Unit

FROM:
D. E. Swan, P.E.
Acting Program Section Manager

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
10133	F-21-3(10)	Greenwood Avenue Undercrossing @ Division St. PNRS #OR 820610-028-2

CL:lb

Enc.

cc Dale E. Wilken
General Files

CON 19-4
S.P.

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 7, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project Data Submission
Item No. 10133
Project No. F-21-3(10)
Greenwood Ave. U'xing @ Division St. Sec.
Deschutes County

Enclosed is data consisting of PR-1 forms, project maps, right-of-way map No. 9B-22-11 and a relocation plan for the subject project.

I request the following:

1) Approval of the relocation plan.
2) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $520,000 an obligation of $458,380 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Relocation assistance consists of the moving of five businesses. Therefore, assurances regarding the availability of replacement housing is not required. Relocation assistance will be provided from the Region 4 Right-of-Way Office in Bend.

A copy of the State Clearinghouse A-95 conclusions has been previously forwarded.

CL:bks
Enc.
cc: J. Boyd
D. Aman
General Files

Form 734-3122

9911

OCN 19-4
Xp. 1

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: February ~~15~~ 17, 1983

FROM: Dale D. Allen
Region Engineer

SUBJECT: Scheduling Meeting
Greenwood Avenue U'Xing @ Division Street (Bend)

NOTED
E. S. HUNTER

At the January 5 meeting your group adjusted the above contract to the fall quarter of this year. Additional advancement was contingent upon Wakerlig completing his work. This is now done.

My information now is that both Right of Way and Bridge Design (H. Brainerd and Kamadoli) can complete their work in four months. (This is contingent upon Bridge Design starting the final design in March.)

Allowing March, April, May, and June for the above work, I would like consideration given to moving the project up to a July letting if funds are available.

DDA:mr

encl

2-17-83

Dale Allen
Project will go to bid when clear, it will not be held for some magic date.
Ed

RECEIVED
TECHNICAL SERVICES
FEB 17 '83
REFER TO

81-125-1387

REGION 4

✓

REQUEST: Advance Greenwood Ave. U'Xing (Bend) to summer quarter of 1983.

DISCUSSION: Project was postponed last month to F4QTR83 because of R/W delays. Region feels R/W can be cleared for summer letting but Design Approval is needed by December 15. Gary Potter indicated that the project was on track for that target date. Wakerlig indicated that he would need to divert manpower from another project in order to get this one out immediately following Design Approval.

RECOMMENDATION: Advance project to F1QTR84 if R/W descriptions can be written immediately following Design Approval. Otherwise show for F2QTR84. Project could be advanced from here at later date if everything falls into place.

Fall Quarter

ACTION TAKEN: Approved rescheduling to F2QTR84. Will be advanced at a later date if funds are available and R/W clear.

9712

7 ✓

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams
Road Design

DATE: February 15, 1983

FROM: Dale D. Allen
Region Engineer

SUBJECT: Greenwood Avenue U'Xing @ Division Street
US 20, Bend
9-1915

Please attach the enclosed traffic engineering report to the above location survey.

The Report indicates that provisions for a temporary traffic signal will be required on the detour.

DA:mr

encl

cc: L. E. George, w/encl

✓ Versteeg ✓
Anderson
✓ Adams D
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 16 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

REFERRED TO
Watson .... Mann
Cole .... ✓ Staudenmeyer DWS
Eriksen .... King
Beard .... Dorn .... Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Inst Temp. Signal
Don Staudenmayer
.11

81-125-1387

Contains Recycled Materials

Region Traffic Operations Supervisor's Report
Temporary Traffic Signal and Detour
Division Street Undercrossing Section
Central Oregon Highway
City of Bend, Deschutes County
February 11, 1983

Recommendation:

Install a temporary pre-timed signal at the intersection of Greenwood Avenue and Hill Street. It is in the State's interest to use state forces as opposed to the contract method.

Concur
Dale Allen

Historical Background:

This report is being prepared at the instruction of Region Engineer Dale Allen. There are two schools of thought concerning the need for a detour of the proposed project. One school suggests a minimum of temporary control as an incentive to drivers to seek alternate routes and avoid the area entirely. The second, is to provide an adequate detour capable of handling a reduced traffic flow through this vicinity.

The City of Bend has gone on record of favoring the latter. The detour would be via Kearney Avenue, Hill Street, and Irving Avenue.

It should be understood that with the exception of a crossing of Greenwood Avenue, these streets are slated to serve as the interchange legs between Division Street and Greenwood Avenue once the overcrossing is complete.

Greenwood Avenue is slated for multi-phase construction. This is necessary to provide a minimum of two lanes of traffic on Greenwood Avenue during construction when Greenwood is in the process of being lowered and a structure is being built for Division Street.

Investigation:

A 16-hour manual classification count was made at Greenwood and Division on Monday and Tuesday, January 18 and 19, 1982. This count shows that the minimum warrants for signalization were not satisfied at that time. Warrant comparisons were made for MUTCD Warrant No. 1, Minimum Vehicular Volume; Warrant 2, Interruption of Continuous Traffic; and Warrant 4, Accident Experience. Warrant 1 came the closest to being satisfied with the major street being met for 10(!) of the required eight hours. The minor street was met for seven of the required eight hours. The one hour that was short would have been met by an increase of 32%. It is not likely that this hour has been satisfied in the one year since the count. The Division Street count at that time was 4619 south of Greenwood, and 3645 north of Greenwood.

The Accident Experience Warrant No. 4 was studied for the period 7/1/81 through 6/30/82. This 12-month period shows a total of four collisions, all of which would normally be considered as preventable by a signal. Since a signal already exists, none of the collisions were considered. Using the said classification count and considering additional factors, it is likely that a temporary signal can be justified. See the "Discussion" section of this report.

Kearney Avenue:

This street runs east and west and is located one block north of Greenwood. Between Division and Hill streets, it is 40 feet, curb to curb, and is two lanes with parking. It is stopped at Division. No ADT is available.

Hill Street:

This street is located one block west of Division and runs north and south. It is 40 feet curb to curb, and is two lanes with parking on both sides. It is stopped at Greenwood and at Kearney. No ADT is available.

Discussion:

Considerable disruption of driving habits will be experienced during construction of this section. It is hoped that the inconveniences caused by the construction will serve as an incentive to drivers to avoid the area and seek alternate routes. This definitely is expected of timber oriented vehicles moving between North Highway Route 97 and the Diamond International and Willamette Industries plants in south Bend. This includes log trucks, chip trucks and lumber transports, as well as millworkers. These vehicles use Division Street because they encounter two traffic signals vs. five via Third Street. Division provides for near direct access to the mills. This is year-round traffic and influences peak hour trends. Generally, 6:30 a.m. to 8 a.m., and 3:30 p.m. to 5:00 p.m.

No figures are available on the number of trips associated with the mills, but an educated guess would be about 5 to 15% of ADT.

A classification count was made at Colorado and 14th Street Christmas week of 1982. This count shows about 2000 inbound trips on Colorado Avenue. Fifty percent of this total is probably local drivers and southbound US 97 ski traffic. We can estimate about 1000 skiers use Division Street on a winter weekend day.

The return trips in the afternoon present an additional problem in that signing would have to be provided at 14th and Colorado directing North US 97 over 14th to Galveston and through the CBD.

South US 97 traffic will not be affected, but North US 97 should have follow-up signing at Division and Emerson to direct this traffic over Franklin Avenue to Third Street. This will eliminate most of the need for a detour at Greenwood.

Two factors to be considered in favor of a detour and temporary signal are the surge conditions caused by returning ski traffic, and the possibility/probability of the City/County completion of south Division Street from Wilson Avenue to US 97 at Brosterhaus Road.

Traditionally, the ski traffic returning from the mountain comes through in a one to three-hour period. In spite of the signing suggested for 14th and Colorado and at Division and Emerson, it can be expected that a portion of this traffic will attempt to negotiate the detour area. Some of this surge will occur on winter weekdays, but the major portion will be experienced on winter weekends, during the Christmas Holiday, and college spring vacation.

The second factor of opening Division from Wilson to Brosterhaus is expected to take place in the fall of 1983. Additional traffic generated by this link will be everyday local traffic whose drivers are going about their day to day tasks. Most of this traffic can be expected between 7:30 a.m. and 5:30 p.m.

A temporary traffic signal should be programmed to go into a flash mode during the off hours, something like 6:30 p.m. to 6:30 a.m.

All pa

It is true that none of the traffic signal warrants are satisfied under present conditions. However, during most of the construction phase, Greenwood Avenue will be limited to one lane in each direction. A warrant comparison using one approach lane on the major street and one approach lane on the side street produces a different picture. Under these conditions, Warrant II, Interruption of Continuous Traffic, is satisfied and will continue to be satisfied with a reduction of 20% on the major street, and 50% on the minor street.

Agree

I recommend the use of state forces if a signal is favored. A windshield estimate of cost for the use of state forces is $20,000. This would include the installation of four wooden poles with down guys and new wire for messenger cable and signal conductor. Used signal heads and a controller are available from state stocks at a minimal cost, probably the cost of installation. All materials would be returned to stock after construction.

A windshield estimate for installation by the contractor is $60,000. The one advantage to this being the contractor's responsibility is the adjustment of the signal heads to accommodate the various construction phases.

However, since the state forces are located in Bend, they should be available on relatively short notice.

JEH:mr

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

COLLISION DIAGRAM

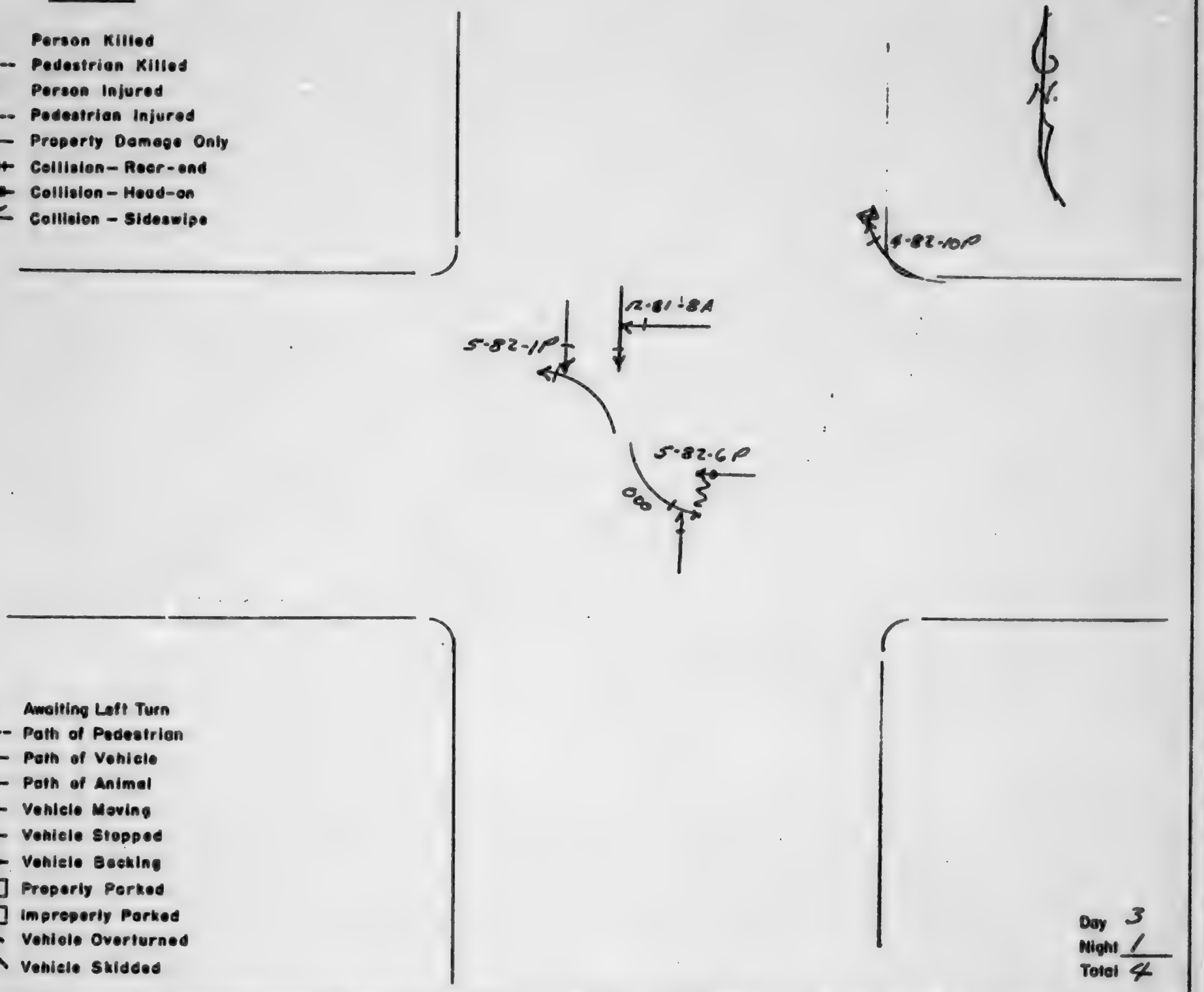
Compiled by ____________ Date ____________

City Bend County Deschutes
Intersection of Greenwood & Ave
and Division St.
Highway and No. Central Oregon No. 7
M.P. 0.28 Period Fr. 7/1/81 To 6/30/82

Indicate North

LEGEND

- ● Person Killed
- ◄---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ◄—— Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- ★ Awaiting Left Turn
- ◁---- Path of Pedestrian
- ◄—— Path of Vehicle
- ◄---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Day 3
Night 1
Total 4

Collision Type									Last 6 mo. 81				1st 6 mo. 82				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle											1	1							1	1
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement														1	1	2		1	1	2
Parking																				
Non-collision																				
Fixed Object															1	1			1	1
Pedestrian																				
Backing																				
Misc.																				
TOTAL											1	1		1	2	3		1	3	4

Form E-261—2M—11-45

T.E. Drw'g. No. 3139

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

TRAFFIC SIGNAL WARRANT COMPARISON*

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	814	966	817	967	948	1030	980	876
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	114	159	160	220	176	161	206	155
Hourly Pedestrian Volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)								

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	500		10
Minor Street	150		7
2. Interruption of Continuous Traffic:			
Major Street	750		8
Minor Street	75		11
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)			
Pedestrian Volume			
4. Accident Experience:			
Preventable Accidents (last 12 months)		0	
Minimum Warrant		5	
5. Systems Warrant (if applicable):			
Entering Volume (Weekday peak hour)			
Minimum Warrant		800	

Date of Traffic Count Jan 18;19, 1982

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

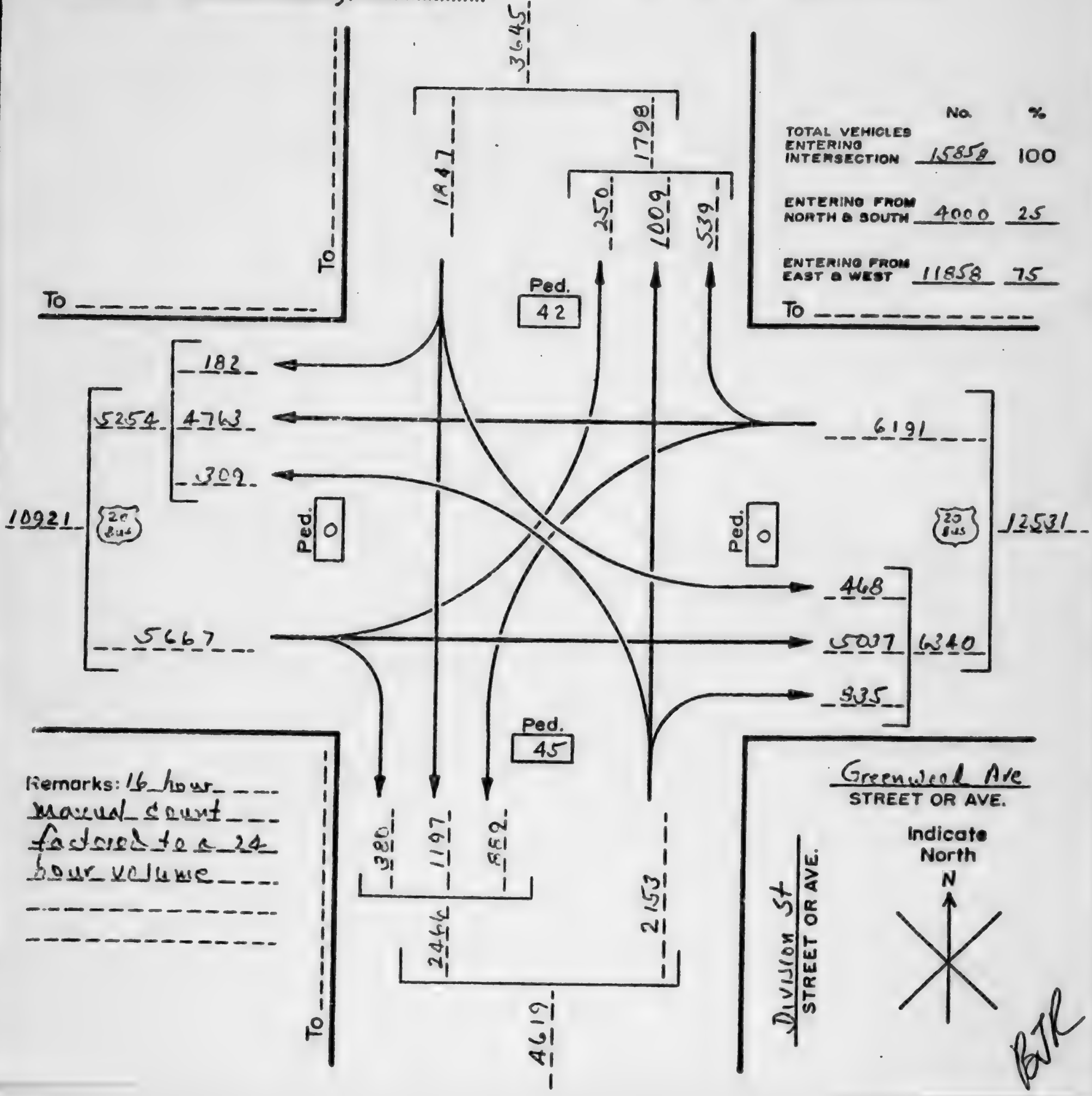
** X standard warrants used.
___ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Jan 18 (PM) & 19 (AM) 1982
DAY OF WEEK Mon & Tue
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6A - 10P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6A - 10P
WEATHER Clear, Cloudy, Snow

CITY OR ~~COUNTY~~ Bend
INTERSECTION OF Central Oregon Hwy #7 (Greenwood Ave - US 20 BUS) & Division St. (FAU 3225)
MILE POST 0.26±
CLASSIFICATION All Vehicles


3645
1847
1798
250
1009
539
Ped.
42
182
5254
4763
309
10921
20 Bus
Ped.
0
Ped.
0
6191
20 Bus
12531
468
5667
5007
6340
335
Ped.
45
380
1197
882
2466
2153
4619
To
To
To
To
To

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	15858	100
ENTERING FROM NORTH & SOUTH	4000	25
ENTERING FROM EAST & WEST	11858	75

Remarks: 16 hour manual count factored to a 24 hour volume

Greenwood Ave
STREET OR AVE.

Division St
STREET OR AVE.

Indicate North
N

BJR

SUMMARY OF TRAFFIC COUNT

Date Jan 18(PM) & 19(AM) 1982
Day of week Mon & Tue
Hours counted 16 hours (6A - 10P)
Weather Clear, Cloudy, Snow

Classification All Vehicles

City or County Bend
Intersection Central Oregon Hwy #7
& Division St (FAU 3
Mile Post 0.19

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South
		SUMMARY BY MOVEMENTS																	ENTERING VOLUMES - SUMMARY BY LEGS			
A. M.	6:00- 7:00	4	9	2	1	44	36	54	57	29	12	6	1	255	99	39	156	61	50	92	64	49
	7:00- 8:00	16	22	7	2	74	70	228	145	84	40	16	22	726	229	32	497	68	97	334	163	132
	8:00- 9:00	19	49	9	9	70	69	306	234	60	49	20	16	910	232	25	678	75	98	415	263	134
	9:00-10:00	28	31	15	16	68	67	344	239	52	40	18	17	935	235	25	700	75	111	427	273	124
	10:00-11:00	31	41	13	22	66	53	339	345	38	49	29	17	1028	224	22	814	78	110	418	396	114
	11:00-12:00	38	39	18	16	73	74	374	447	61	57	27	23	1254	288	23	966	77	129	474	492	159
P. M.	12:00- 1:00	44	41	16	20	88	76	324	339	68	59	25	25	1125	308	27	817	73	148	433	384	160
	1:00- 2:00	23	52	13	29	92	88	374	411	73	92	28	40	1320	353	27	967	73	133	499	468	220
	2:00- 3:00	38	39	15	16	88	94	370	446	58	64	19	18	1265	317	25	948	75	141	467	481	176
	3:00- 4:00	39	53	20	22	102	69	392	450	76	68	37	19	1347	317	24	1030	76	161	521	509	156
	4:00- 5:00	63	49	7	25	105	80	360	436	77	101	33	25	1361	381	30	980	70	175	486	494	206
	5:00- 6:00	51	35	11	12	89	69	310	413	64	63	36	23	1192	306	26	876	74	151	409	467	155
	6:00- 7:00	12	20	12	10	39	19	239	184	20	21	15	11	602	114	19	488	81	63	279	209	51
	7:00- 8:00	6	3	3	9	29	29	143	140	17	19	12	14	424	100	24	324	76	38	163	161	62
	8:00- 9:00	3	5	2	4	28	12	95	146	13	22	9	2	341	69	20	272	80	33	113	159	36
	9:00-10:00	5	2	2	8	33	12	78	145	18	8	15	3	329	63	19	266	81	40	98	168	23
	10:00-11:00																					
	11:00-12:00																					
A. M.	12:00- 1:00																					
	1:00- 2:00																					
	2:00- 3:00																					
	3:00- 4:00																					
	4:00- 5:00																					
	5:00- 6:00																					
24-Hour total .		468	539	182	250	1197	1009	4763	5037	889	835	380	300	15858	4000	25	11858	75	1847	6191	5667	2153
—-Hour total .																						
16 Hour total .		425	490	165	227	1088	917	4330	4579	805	759	345	281	14414	3635	25	10779	75	1678	5628	5151	1957
Control . . .																						
Factor 1:1.0.																						

Tabulated by Ray Roadnight 1-26-
Checked by Bill J. Randall 1-27-

Division St. is North and South
Greenwood Ave St. is East and West

Jan 18(PM) & 19(AM) 1982
f week Mon & Tue
counted 16 hours (6A - 10P)
er Clear, Cloudy, Snow

SUMMARY OF TRAFFIC COUNT

Classification All Vehicles

City ~~or County~~ Bend
Intersection Central Oregon Hwy #7 (Greenwood Ave-US 20 Bus.)
& Division St (FAU 3225)
Mile Post 0.19

SUMMARY BY MOVEMENTS																ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North S	North O	East S	East O	West S	West O	South S	South O
9	2	1	44	36	54	57	29	12	6	1	255	99	39	156	61	50	92	64	49		1						1
22	7	2	74	70	228	145	84	40	16	22	726	229	32	497	68	97	334	163	132		1						2
49	9	9	70	69	306	234	60	49	20	16	910	232	25	678	75	98	415	263	134		1						1
31	15	16	68	67	344	239	52	40	18	17	935	235	25	700	75	111	427	273	124		2						
41	13	22	66	53	339	345	38	49	29	17	1028	224	22	814	78	110	418	396	114								
39	18	16	73	74	374	449	61	57	27	23	1254	288	23	966	77	129	474	492	159		2						
41	16	20	82	76	324	339	65	59	25	25	1125	308	27	817	73	148	433	384	160								
52	13	29	92	88	374	411	73	92	28	40	1320	353	27	967	73	133	499	468	220		1						
39	15	16	86	94	370	446	58	64	19	18	1265	317	25	948	75	141	467	481	176		5						
53	20	22	112	69	392	450	76	68	37	19	1347	317	24	1030	76	161	521	509	156	3	2						1
49	7	25	105	80	360	436	77	101	33	25	1361	381	30	980	70	175	486	494	206		13						
35	11	18	89	69	310	413	64	63	36	23	1192	306	26	876	74	151	409	467	155		6						
20	12	10	33	19	239	184	20	21	15	11	602	114	19	488	81	63	279	209	51		3						
3	3	9	20	29	143	140	17	19	12	14	424	100	24	324	76	38	163	161	62		2						
5	2	4	26	12	95	146	13	22	9	2	341	69	20	272	80	33	113	159	36								
2	2	8	33	12	78	145	18	8	15	3	329	63	19	266	81	40	98	168	23								
539	182	250	1197	1009	4763	5037	869	835	380	309	15858	4000	25	11858	75	1847	6191	5667	2152	3	39						
490	165	227	1066	917	4330	4579	805	759	345	281	14414	3635	25	10779	75	1678	5628	5151	1957	42		0		0		45	

Tabulated by Roy Roadnight 1-26-82
Checked by Bill T. Randall 1-27-82

Division St. is North and South
Greenwood Ave St. is East and West

9718

7"

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Adams
Road Design
Kamal Kamadoli
Bridge Section

DATE: February 10, 1983

FROM: Dale D. Allen
Region Engineer

SUBJECT: Greenwood Avenue U'Xing @ Division
Meeting, February 8, 1983

As a result of our meeting it is my understanding we would proceed as follows.

...Railroad R/W - We agreed to avoid a footing design which would require railroad right of way.

...Telephone Duct - Because of the above, this facility should be relocated prior to contract in the right WB lane of Greenwood. Notification should be sent to telephone company at this time.

...Sewer Line - City should be advised to relocate in south sidewalk area.

...Greenwood Street Width - Adams will discuss 24-foot width on Greenwood with FHWA. Before changing to 26 feet, the additional contract delays in getting design approval from railroad should be determined.

I would appreciate your collective opinion on when the contract design work (not R/W) would be ready for contract.

(a) If we do not have to remove the railroad support.

(b) If we remove the support.

DA:mr

cc: Cartwright
Trygstad
Robertson

REFERRED TO
Watson Mann
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Due
Return Discuss Do File
By FINAL DESIGN ENGINEER

Versteeg ✓
Anderson
Adam
Sullivan
Walking

RECEIVED
FEB 11 1983
ROAD DESIGN SECTION

Do not File
Return
Action

2/15 Met w/ Allen today
We will go ahead w/ 26' design.
Adams

7

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

February 3, 1983

J. H. Versteeg
Road Design Engineer

Files 53251 through 53257
Greenwood Ave. U'Xing at
Division St. Bend Section
Central Oregon Highway
Deschutes County

Versteeg
Anderson
Adams
Olson
Sullivan
Tarpin
Trost
Wakerlig

RECEIVED
FEB 4 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

As requested, attached are "description only" files (53251 through 53257) which were set up for "Change of Grade Release" on the subject project, scheduled for fiscal second quarter of 1984.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

- 1918

7

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Greenwood Avenue O'Xing @ Division Street (Bend)
Central Oregon Spur #7

REGION 4

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	3	9-1915	2/3/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 30,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		1,000	934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		4,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		17,000	920 PROGRAM MANAGEMENT		8,000	937 HYDRAULICS		
906 BRIDGE DESIGN		16,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN		900	922 ADMIN. SERVICES		100	949 URBAN STUDIES		2,000
909 RIGHT-OF-WAY DESCRIPTION		3,300	923 ENVIRONMENTAL SECTION		45,000	950 TRAINING		1,000
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		8,000	925 AIR MONITORING		2,500	960 PERSONAL LEAVE		300
912 LANDSCAPE			926 FOUNDATION		15,000	980 PUBLIC HEARING		10,000
913 RIGHT-OF-WAY LIAISON		3,000	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		2,500	932 RAILROAD & UTILITIES		600			

TOTALS	$ 179,900	$ 179,900
PREVIOUS AUTHORIZATION		$ 116,800
ADD. AUTH. REQUIRED		$ 63,100

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
F-21-3(6)

LOCATION ENGINEER'S REMARKS

Approved through P.S.&E. Doc.

RW by Watson

1 ✓
2
3 Adams
4

RECEIVED
FEB 22 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

Bring Up for Ph.II P.E.

PREPARED BY Phillip V. Lewellyn	DATE 2/3/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/14/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 2-11 83
RECOMMENDED, LOCATION ENGINEER X	DATE 2/10/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 4/7/81 4/28/82 12-14-82	

7918

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7

TO: D. R. Adams
Final Design Engineer

DATE: January 28, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Greenwood Avenue Undercrossing at Division Street (Bend) Section
Central Oregon Highway
Deschutes County

A review of the proposed typical section at the subject location has been completed by the Traffic Analysis Unit.

The 22.4 foot roadway width is considered to be a minimum acceptable for two lanes in one direction. This minimum is based on a tangent alignment, 25 mph speed, concrete barriers as shown on typical, and approximately 10,000 ADT projected for one direction.

Warning signs indicating a narrow roadway should be installed as part of the project.

L E George

L. E. George
Traffic Engineer

RW:ds

[illegible]

RECEIVED
28
ROAD DESIGN
SECTION

Adams
Sullivan
Tarpin

Do Not File
Return To
Bring
Action

81-123-1387

Contains Recycled Materials

7

ROAD DESIGN SECTION 378-6558 DES 16

L. E. George
Traffic Engineer

January 19, 1983

D. R. Adams, P.E.
Final Design Engineer

1 Versteeg ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JAN 19 1983
ROAD DESIGN
SECTION

Do Not File
Return To
Bring
Action

Greenwood Ave. U'xing @ Division St.
(Bend) Section
Central Oregon Highway
Deschutes County

Attached is a proposed typical and project map on the subject section.

The typical is located at the existing undercrossing of the railroad at Greenwood Ave. (Central Oregon Highway). We have a projected traffic count of 20,000 ADT. This will be a four lane section with 11' lanes adjacent to barriers in either direction.

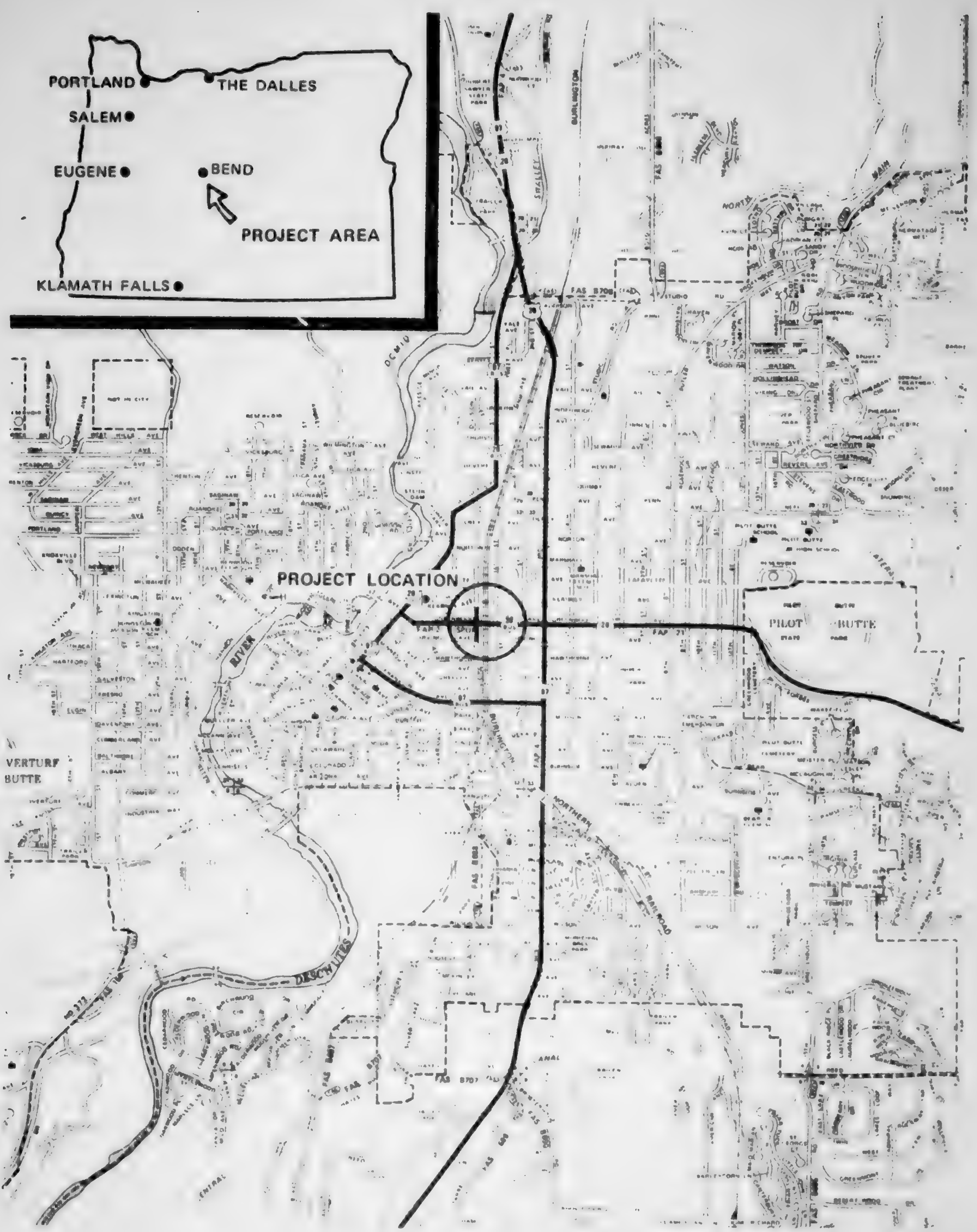
We would like your comments as to the adequacy of this design.

By: DNS
D. N. Stoudenmeyer
Design Supervisor

DNS:rlr
Attachments

cc: Norm Henry

FIGURE 1
PROJECT'S LOCATION IN OREGON


PORTLAND
THE DALLES
SALEM
EUGENE
BEND
PROJECT AREA
KLAMATH FALLS
PROJECT LOCATION
PILOT BUTTE
RIVER
DESCHUTES
VERTURF BUTTE
BURLINGTON
NORTHERN
RAILROAD
FAS 8706
FAP 71

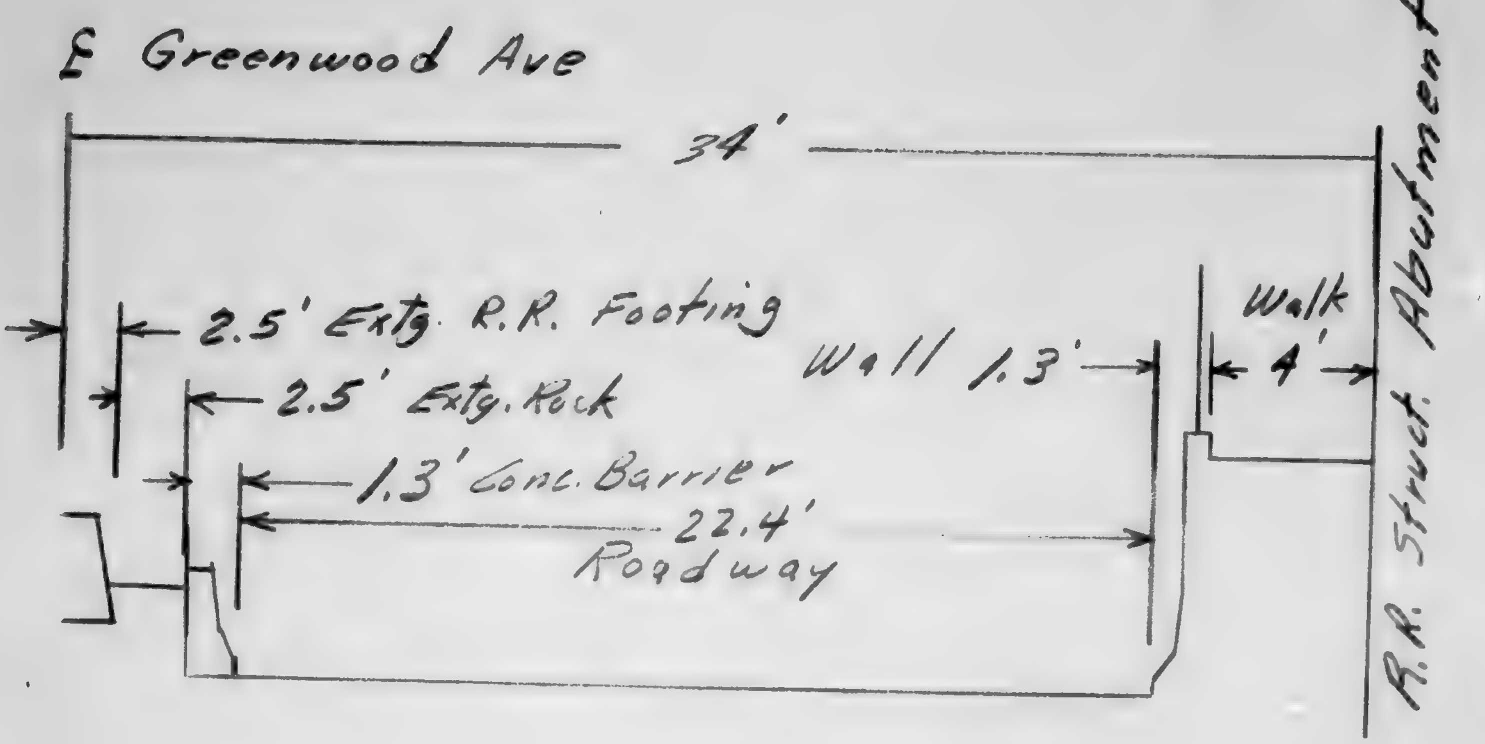
Form 734-

Job No.

Sheet of Sheets

Calculations for Greenwood Ave. U'Xing @ Division St.

Made by


℄ Greenwood Ave
34'
2.5' Extg. R.R. Footing
2.5' Extg. Rock
1.3' Conc. Barrier
22.4'
Roadway
Wall 1.3'
Walk
4'
R.R. Struct. Abutment

9511

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6) Con 19-4 Sp.

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/14/82

8. FEDERAL ROUTE NUMBER Primary 21 (Spur)

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
Greenwood Ave. U'Xing at Division Street Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility and railroad preparatory work TEC $63,100-F.F $55,641
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 9/29/82.

FONSI issued 12/14/82.

RECEIVED
STATE HWY ENGR
DEC 20 '82
REFER TO Mackinig
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
10/83

14. DATE 12/14/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

12 14 82 CCN 17-4

Environmental Assessment

Revised November, 1982

Greenwood Avenue Undercrossing at Division Street

Central Oregon Spur Highway (Bend) Section

Deschutes County, Oregon

Oregon Department of Transportation
and Federal Highway Administration

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR
Oregon Project F-21-3(6)
GREENWOOD AVENUE UNDERCROSSING
AT DIVISION STREET

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached Environmental Assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

12-14-82	EJ Valach	Program Development Eng
Date	Responsible Official	Title

TABLE OF CONTENTS

Page

PROJECT LOCATION, DESCRIPTION, AND NEED 1

Relationship to Other Projects 3

ALTERNATIVES 5

The Preferred Alternative 5
Another Alternative Studied but Considered Unreasonable 6

ENVIRONMENTAL SETTING AND IMPACTS 7

Natural Environment 7
Cultural Resources 8
Population and Business 9
Planning and Land Use 10
Right-of-Way Impacts 11
Utilities 12
Transportation 12
Air Quality 15
Noise 19

PUBLIC AND AGENCY COMMENTS AND COORDINATION 25

Citizen and City Input 25
Agency Coordination 25
Public Hearing 26
Comments from Letters and Responses 26

APPENDICES:

A: Levels of Service at Intersections and on Arterial Streets ... 33
B: Accidents 34
C: Letter from State Historic Preservation Office 35
D: Air Quality Standards 36
E: Design Noise Levels 37
F: List of Technical Reports on this Project 38
G: Letters Received Commenting on the Environmental Assessment .. 39

LIST OF TABLES

Page

1. Existing Traffic and Projections for 1993 2
2. Improvements to Division Street Planned by City of Bend 4
3. Population of Bend and Deschutes County 10
4. Turn Movement Patterns with the Build Alternative 14
5. Total Emissions Summary 17
6. Predicted 8-Hour Average Carbon Monoxide Concentrations 18
7. Predicted Noise Levels in the Project Area 21
8. Receptors Impacted by Traffic Noise 22

LIST OF FIGURES

After Page

1. Project's Location in Oregon 2
2. Improvements to Division Street Planned by City of Bend 3
3. Roadway Configuration and Typical Sections of Alternative 1 (No-Build Alternative) 5
4. Roadway Configuration and Typical Sections of Alternative 2 (Build Alternative) 5
5. Land Use in the Project Area 11
6. Zoning and Plan Designations in the Project Area 11
7. Business Impacts with Alternative 2 12
8. Peak Hour Traffic Demand on Selected Segments in the Year 1993 13

PROJECT LOCATION, DESCRIPTION, AND NEED

Location

The proposed roadway improvement is located in the City of Bend, Oregon at the intersection of Greenwood Avenue and Divison Street; (see Figure 1). Bend is located in Central Oregon, on the east side of the Cascade Mountains at an elevation of about 3,600 feet. Bend is the county seat of Deschutes County and is the largest city in Central Oregon. The population of the county has been growing at a phenomenal pace from 30,442 in 1970 to 62,142 in 1980. Greenwood Avenue is the major east-west street in Bend and Division Street is one of two major north-south arterials.

Description

The project would reconstruct 0.13 mile of Greenwood Avenue (M.P. 0.21 to 0.34) between Hill Street and First Street. The elevation of Greenwood Avenue would be lowered to provide for legal clearance under the railroad structure. The elevation would also be lowered at its intersection with Division Street and a structure built to carry Division Street traffic over Greenwood Avenue. The structure would be similar to the one now carrying Division Street traffic over Franklin Avenue. This would involve reconstruction (to raise the elevation) of most of Division Street between Kearney Avenue and Irving Avenue. The signal now at the Greenwood-Division intersection would then no longer be needed, and turn movements that presently limit capacity on both roadways would no longer occur there.

Need

The main purposes of the project are:

1. Improve the clearance of Greenwood Avenue under the railroad structure.
2. Improve the capacity of both Greenwood Avenue and Division Street in this vicinity.
3. Eliminate safety problems caused in part by the signal at the Greenwood Avenue-Division Street intersection.

The present (1981) and projected (1993) demand* traffic volumes on both arterials are shown in Table 1. Volumes are projected to increase substantially in that 12-year period. The 3-phase signal and turn movements at the Greenwood-Division intersection result in a Level of Service C** at the intersection now. However, by 1993, with the increase in traffic volumes, the

---

*Demand volumes are those that could be expected if all trips were made by the shortest route possible and the capacity and degree of congestion were not included in the projections.

**See Appendix A for definitions of Levels of Service at intersections.

TABLE 1

EXISTING TRAFFIC AND DEMAND PROJECTIONS* FOR 1993**

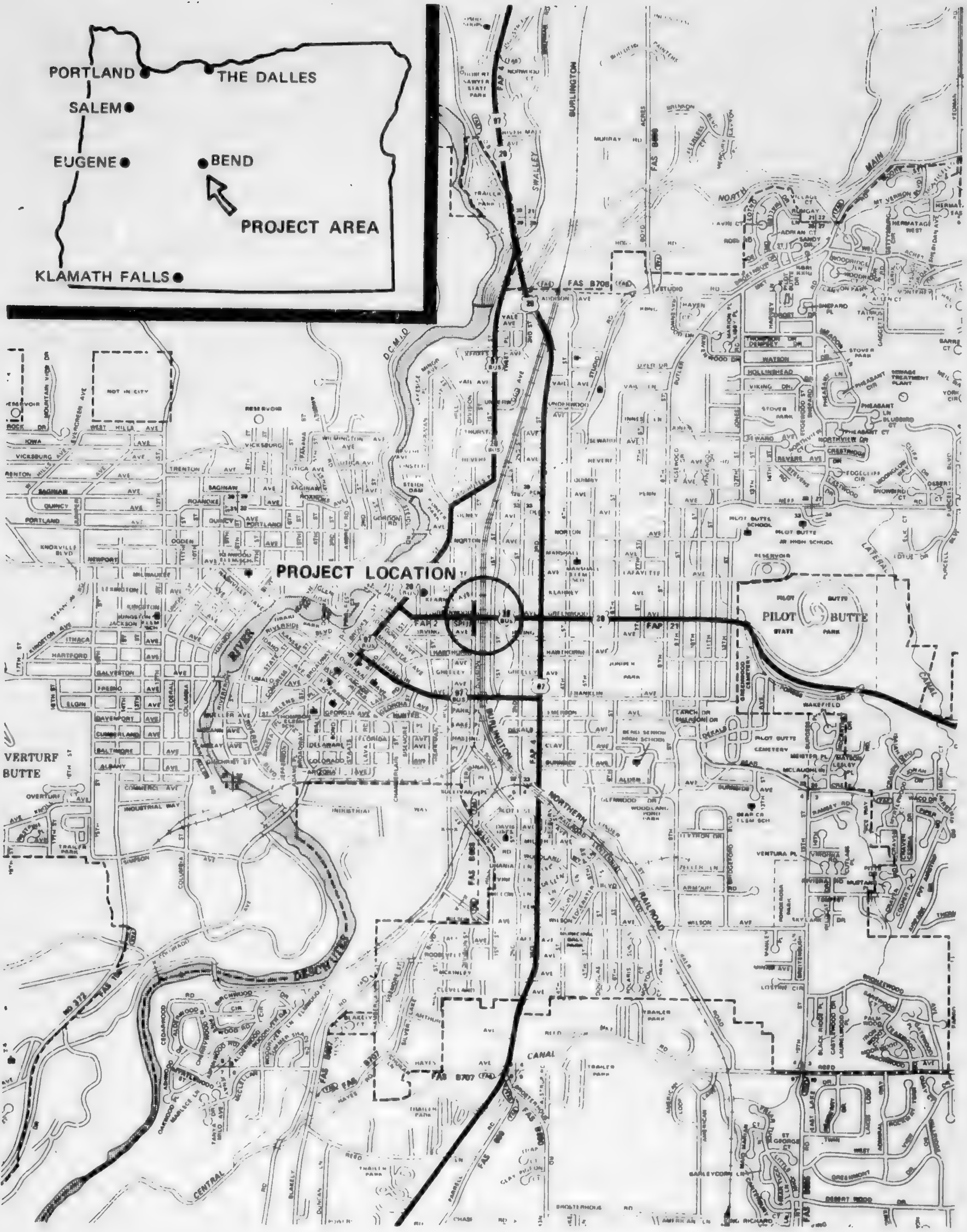
	Average Daily Traffic	Trucks Per Day	Speed	Increase in Traffic from 1981
DIVISION STREET				
North of Greenwood Avenue:				
1981	5,000	185	35	-
1993	8,200	303	34	+64%
South of Greenwood Avenue:				
1981	5,500	206	35	-
1993	9,700	360	34	+76%
GREENWOOD AVENUE				
West of Divison Street:				
1981	13,300	331	22	-
1993	20,900	522	22	+57%
East of Division Street:				
1981	15,000	375	21	-
1993	19,000	485	28	+29%

---

*These projections show the desires of traffic to travel on these streets. The amount of traffic desiring to travel on Third Street but deciding not to due to the congested conditions (and thus shifting to Division Street) is not included in these figures.

**This table gives the projections for 1993 without this project. With the Greenwood Undercrossing project, volumes would be different but would be within 10% of the values shown.

FIGURE 1
PROJECT'S LOCATION
IN OREGON



PORTLAND
THE DALLES
SALEM
EUGENE
BEND
PROJECT AREA
KLAMATH FALLS
PROJECT LOCATION
PILOT BUTTE STATE PARK
BURLINGTON
SWALLEY
DESCHUTES RIVER
NORTHERN RAILROAD
CANAL
CENTRAL
OVERTURF BUTTE
NOT IN CITY
MAIN
NORTH

Level of Service would drop to F if no changes are made at this location. A crossing structure would allow through-traffic on both arterials to proceed uninterrupted. Those wishing to turn would use the median on Division Street to make left turns at Kearney or Irving Avenue.

East-west traffic in Bend is restricted by both the Deschutes River and the Burlington Northern Railroad. In Bend only four streets have bridges across the Deschutes River: Portland, Newport, Galveston, and Colorado Avenues. Newport Avenue connects to Greenwood Avenue. Along with Greenwood Avenue, only three other streets (Revere, Olney, and Franklin Avenues) connect the central business district with Highway 97 across the railroad. Greenwood Avenue provides four of a total of 12 lanes across the tracks. Greenwood and Franklin Avenues have separated crossings of the railroad. The clearance of Greenwood Avenue under the railroad is substandard, being only ten feet six inches. Because of the low clearance, many trucks* cannot use this portion of Greenwood Avenue and have to turn and utilize one of the other crossings.

Stopping at the signal at Greenwood Avenue/Division Street is often a safety problem. The railroad uses the tracks in this area for switching movements. Trains are often parked on the bridge and block sight of the signal for westbound motorists. There are no left-turn refuges on Greenwood. Angle, rear-end, and turning accidents have occurred at this intersection. Stopping at the signal on a downgrade, as from the north on Division Street, is often difficult in icy conditions.

Relationship to Other Projects

Many other projects are underway by the City of Bend to improve parts of First Street, Deschutes Place, Division Street, and Hill Street to arterial standards and connect the Division Street route through (to the south) to Brosterhous Road. The whole arterial will be known as Division Street as of July 1, 1982. This route would be a new north-south arterial, which the city hopes many vehicles will use instead of Third Street.

The city has upgraded some portions of the Division Street arterial already and others are planned for future fiscal years through 1985. These projects are shown on Figure 2 and in Table 2. Approximately 40 percent of the roadway is now up to arterial standards. One section, from Deschutes Place to Lafayette Avenue, will involve federal funding; an Environmental Assessment** was written for that project and construction started in the summer of 1982. In 1978-1979, a structure was built to carry Division Street traffic over Franklin Avenue; Franklin Avenue has two east-west traffic lanes that have a grade separated crossing of the railroad.

---

*The legal height limit of trucks is 14 feet.
**Was released in January 1980.

TABLE 2

IMPROVEMENTS TO DIVISION STREET PLANNED BY CITY OF BEND

Map No.	If Done	or Year Planned For*	Project
1		F.Y. 1984-85	Widen from Hwy. 97 to Underwood Ave.
2	DONE		Widen from Underwood Ave. to Deschutes Place
3	DONE		Signal at Revere Avenue
4		1982	Widen from Deschutes Place to Lafayette Ave.
5	DONE		Widen from Lafayette Ave. to Greenwood Ave.
6	DONE		Signal at Greenwood Avenue
7	DONE		Widen from Greenwood Ave. to Hawthorne Ave.
8	DONE		Widen from Hawthorne Ave. to Hasting Place
9	DONE		Structure at Franklin Avenue
10	DONE		Widen from Hasting Place to RR spur near Hill St.
11		F.Y. 1983-84	Widen from RR spur crossing to Wilson Ave.
12		F.Y. 1983-84	Signal at Wilson Avenue
13		F.Y. 1982-83	Pave and construct new road from Wilson Ave. to Cleveland Ave.
14		1983**	Construct new road** from Cleveland Ave. to Hwy. 97/Brosterhous Rd. intersection.

---

*F.Y. = Fiscal Year
**Deschutes County plans to build this portion since it is outside the city.

Third Street (Highway 97) is the major north-south route through Bend. Due to the large volume of traffic on this route and the large number of turn movements along this route, Third Street has become very congested. Some further improvements are planned on Third Street. The State is planning to widen the northern structure over the railroad (between First Street and Vail Avenue); the structure now has only two travel lanes whereas Third Street along most of its length has four travel lanes and a median. Eventually, the intersection of First and Third Streets at the north end would be improved, perhaps even with ramps to eliminate the need for a signal. The North Corridor Traffic Study* shows other proposed projects to aid traffic circulation in the northern half of Bend, including projects that would ease the congestion of Highway 97.

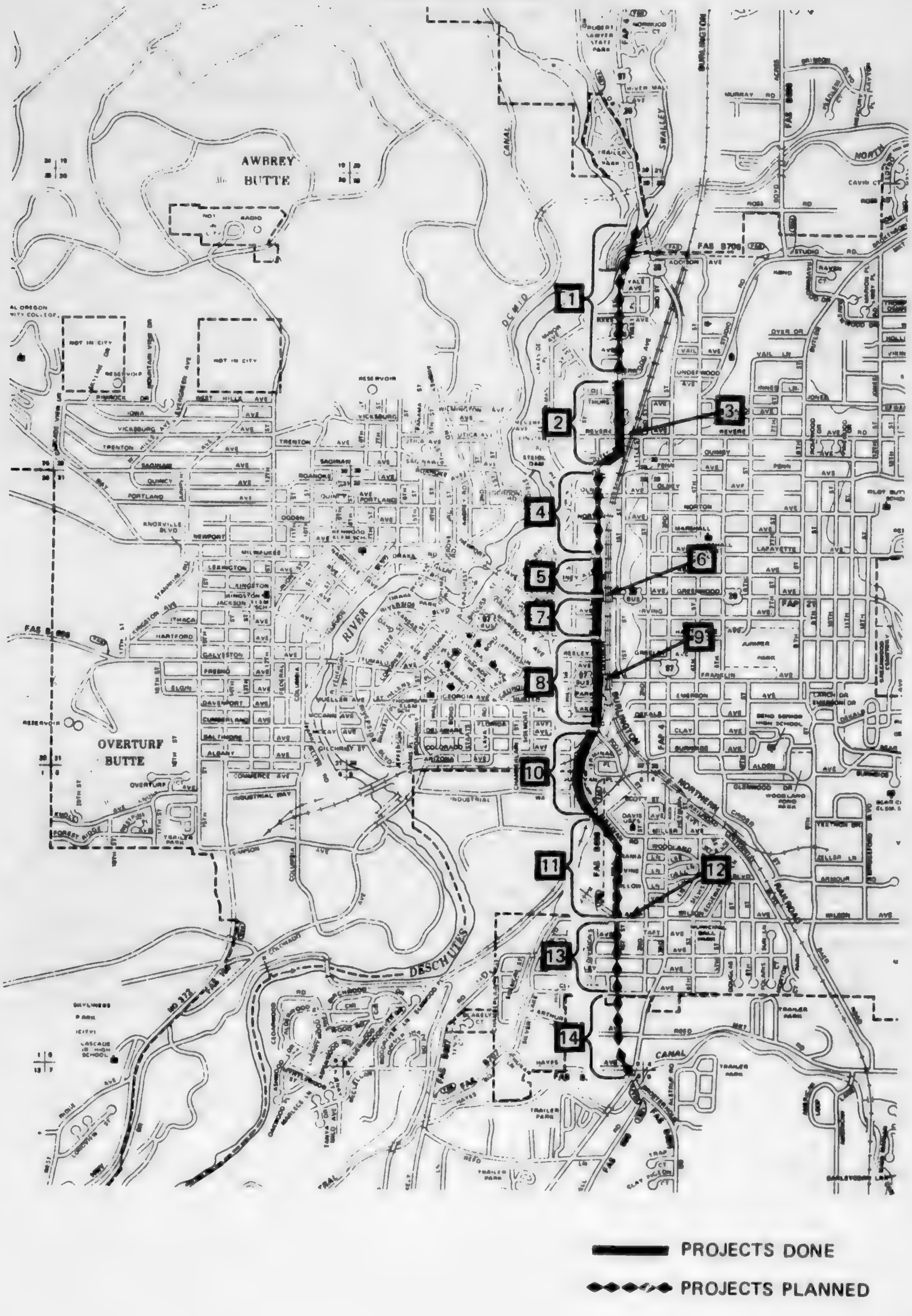
---

*Done by Wilbur Smith & Associates and Clark & Joyce Inc., August 1981.

FIGURE 2

IMPROVEMENTS TO DIVISION STREET
PLANNED BY CITY OF BEND

AS OF APRIL 1982


AWBREY BUTTE
OVERTURF BUTTE
RIVER
DESCHUTES
SWALLEY
CANAL
1
2
3
4
5
6
7
8
9
10
11
12
13
14
PROJECTS DONE
PROJECTS PLANNED

ALTERNATIVES

Two alternatives were considered for the intersection of Greenwood Avenue and Division Street.

Alternative 1: (No-Build) This alternative would maintain the portions of the roadways around the intersection in their present condition, including the number of lanes, the signal, and the substandard clearance under the railroad structure.

Alternative 2: (Build) This alternative would lower the elevation along a portion of Greenwood Avenue and raise the elevation along a portion of Division Street. This would improve the clearance under the railroad structure and enable Division Street to be on structure over Greenwood Avenue.

The existing roadway configuration is shown in Figure 3. Greenwood Avenue has a width of 56 feet, providing four travel lanes and parking lanes west of Division Street. It has a separated crossing of the Burlington Northern Railroad but the clearance is only 10-1/2 feet. Divison Street has recently been widened to 48 feet and striped for two travel lanes and a median. There is a 3-phase signal at the intersection that allows for:
1) through and turning movements from the western part of Greenwood Avenue,
2) through and turning movements from the eastern part of Greenwood Avenue,
3) through and turning movements from Division Street. Alternative 1 would maintain these existing conditions.

The roadway configuration with the Build Alternative is shown in Figure 4. The elevation of Greenwood Avenue would be lowered between Hill and First Streets to provide a clearance of 15-1/2 feet under the Burlington Northern Railroad structure. The existing supports for the railroad bridge in the center of Greenwood Avenue would not be disturbed; the median in this area would be about 8 feet wide. The elevation of Greenwood Avenue would be lowered about 8 feet where it crosses Division Street. The elevation of Division Street would be raised between Kearney and Irving Avenues; it would be raised about 10 feet where it meets Greenwood Avenue. The Division Street structure (a 2-span slab about 90 feet long) would have a clearance of 15-1/2 feet at Greenwood Avenue. So that no additional right-of-way would be required, retaining walls would be used with Alternative 2. Greenwood Avenue would continue to have four travel lanes, but there would not be as many parking spaces along this portion. The 26 parking spaces would be reduced to 10. Division Street would be 48 feet wide, providing two travel lanes and a median/left turn refuge. Construction costs for the Build Alternative would be approximately 1.2 million dollars.

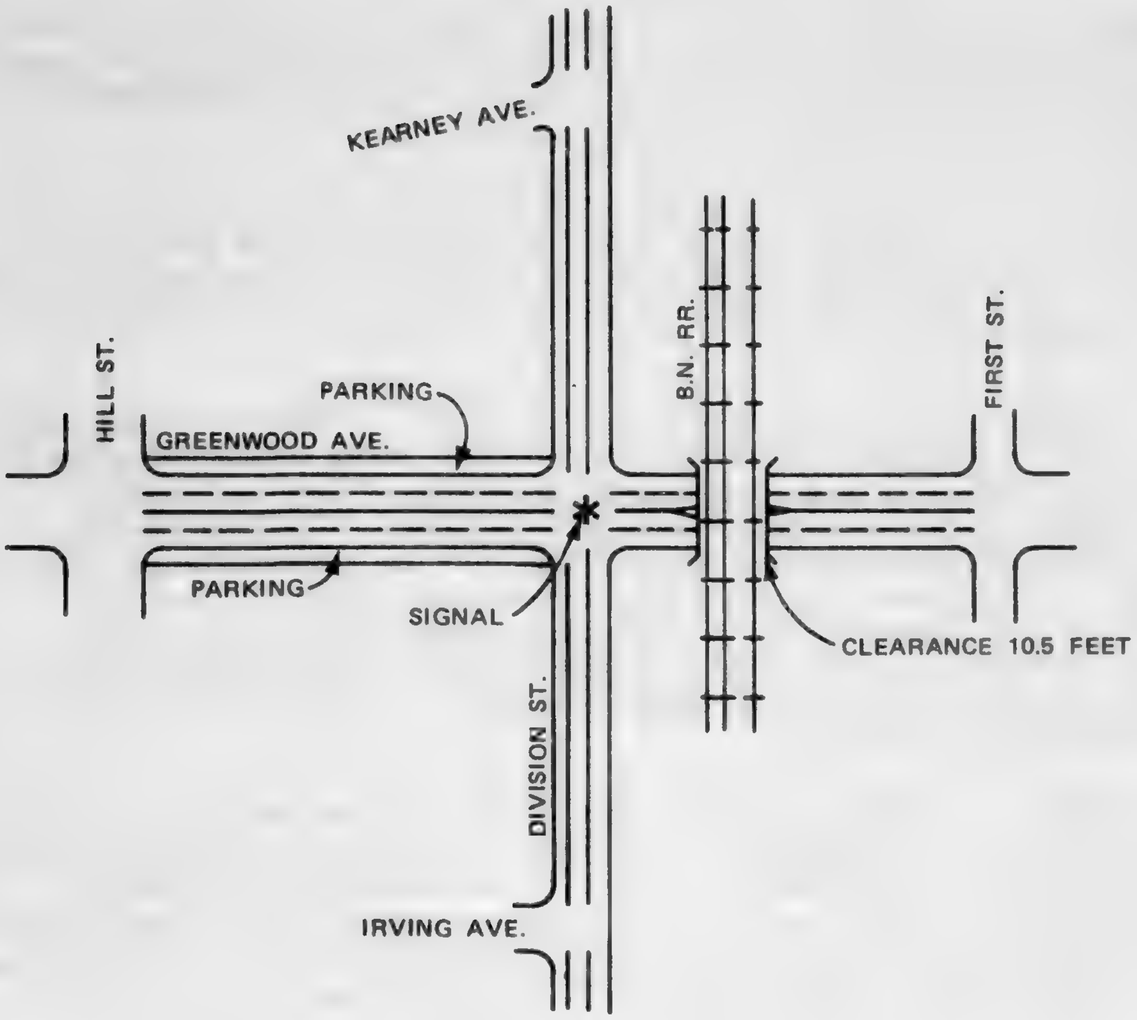
The Preferred Alternative

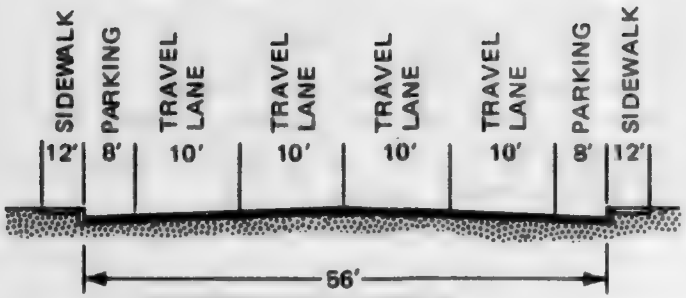
Alternative 2, the Build Alternative, has been selected as the Preferred Alternative. Comments made at the public hearing and in letters, input from officials, and recommendations from the Street Projects Priorities Committee were considered. The Build Alternative will improve traffic service in the area. Alternative 2 will provide adequate clearance under the Burlington Northern Railroad, so that trucks will not need to detour out-of-direction to travel east-west on Greenwood Avenue. Alternative 2 will also improve the capacities of both Greenwood Avenue and Division Street in this vicinity by

FIGURE 3

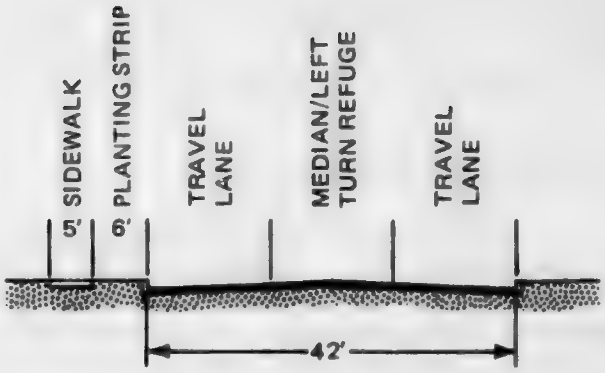
ROADWAY CONFIGURATION AND TYPICAL SECTIONS

ALTERNATIVE 1
(Existing Conditions)

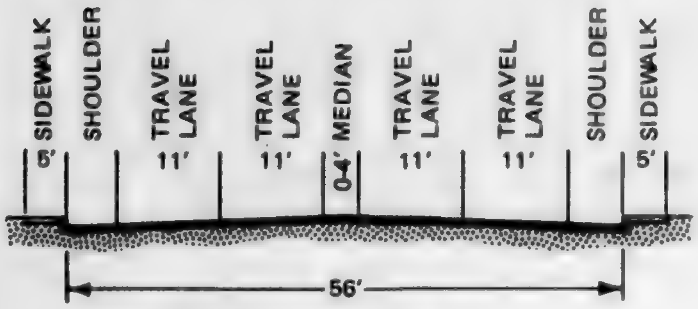

KEARNEY AVE.
B.N. RR.
FIRST ST.
HILL ST.
PARKING
GREENWOOD AVE.
PARKING
SIGNAL
CLEARANCE 10.5 FEET
DIVISION ST.
IRVING AVE.


SIDEWALK
PARKING
TRAVEL LANE
TRAVEL LANE
TRAVEL LANE
TRAVEL LANE
PARKING
SIDEWALK
12'
8'
10'
10'
10'
10'
8'
12'
56'

GREENWOOD AVENUE
WEST OF DIVISION STREET


SIDEWALK
PLANTING STRIP
TRAVEL LANE
MEDIAN/LEFT TURN REFUGE
TRAVEL LANE
5'
6'
42'

DIVISION STREET
NEAR GREENWOOD AVENUE

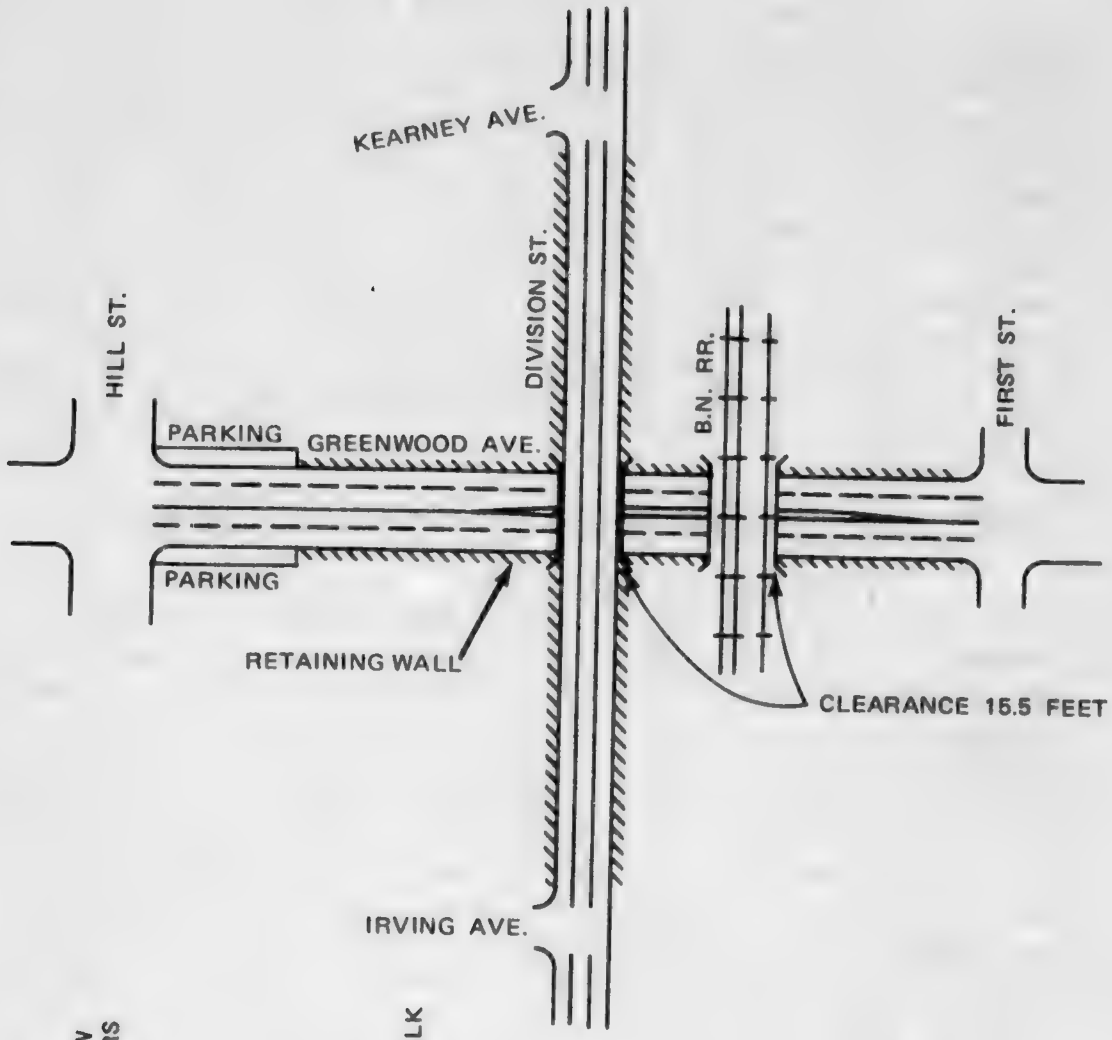

SIDEWALK
SHOULDER
TRAVEL LANE
TRAVEL LANE
MEDIAN
TRAVEL LANE
TRAVEL LANE
SHOULDER
SIDEWALK
5'
11'
11'
0-4'
11'
11'
5'
56'

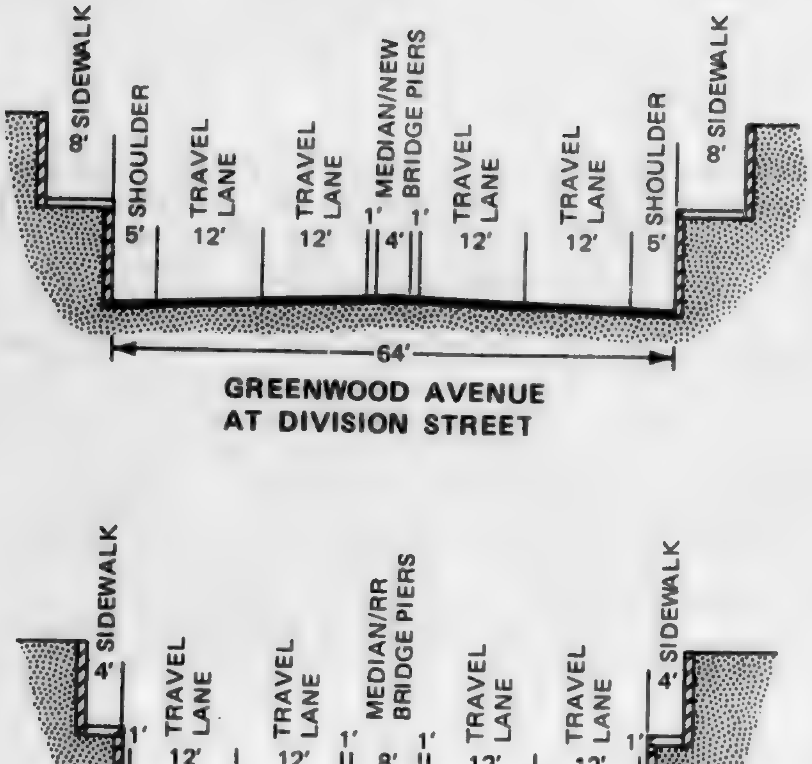
GREENWOOD AVENUE
EAST OF DIVISION STREET

FIGURE 4

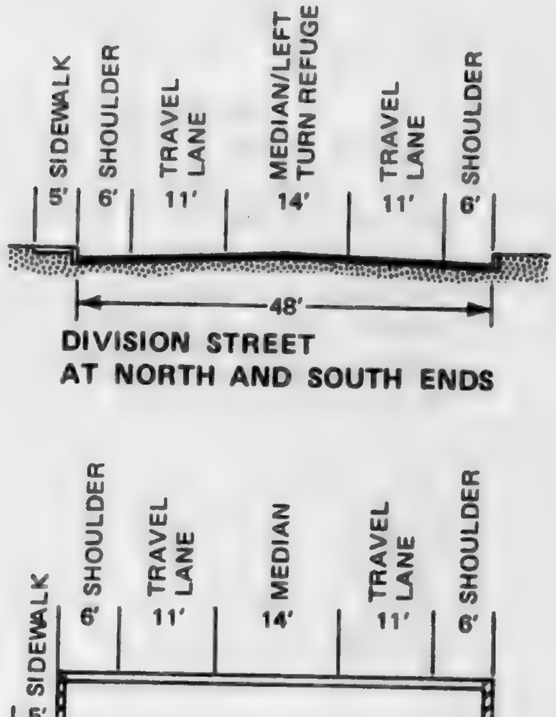
ROADWAY CONFIGURATION AND TYPICAL SECTIONS

ALTERNATIVE 2

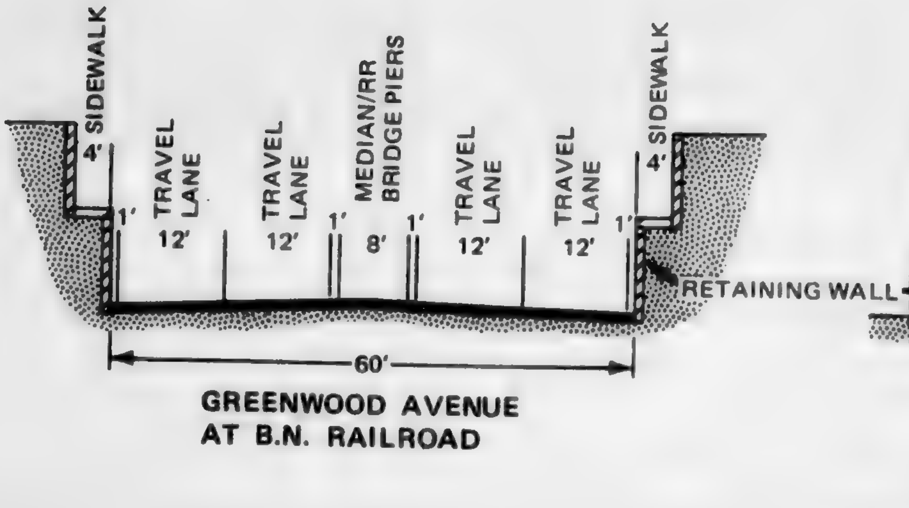

KEARNEY AVE.
DIVISION ST.
HILL ST.
B.N. RR.
FIRST ST.
PARKING
GREENWOOD AVE.
PARKING
RETAINING WALL
CLEARANCE 15.5 FEET
IRVING AVE.


8' SIDEWALK
SHOULDER
5'
TRAVEL LANE
12'
TRAVEL LANE
12'
1'
MEDIAN/NEW BRIDGE PIERS
4'
1'
TRAVEL LANE
12'
TRAVEL LANE
12'
SHOULDER
5'
8' SIDEWALK
64'

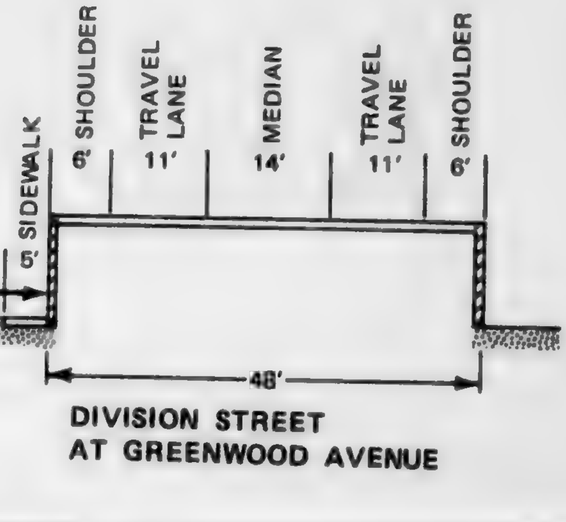
GREENWOOD AVENUE
AT DIVISION STREET


SIDEWALK
5'
SHOULDER
6'
TRAVEL LANE
11'
MEDIAN/LEFT TURN REFUGE
14'
TRAVEL LANE
11'
SHOULDER
6'
48'

DIVISION STREET
AT NORTH AND SOUTH ENDS


SIDEWALK
4'
1'
TRAVEL LANE
12'
TRAVEL LANE
12'
1'
MEDIAN/RR BRIDGE PIERS
8'
1'
TRAVEL LANE
12'
TRAVEL LANE
12'
1'
SIDEWALK
4'
RETAINING WALL
60'

GREENWOOD AVENUE
AT B.N. RAILROAD


SIDEWALK
5'
SHOULDER
6'
TRAVEL LANE
11'
MEDIAN
14'
TRAVEL LANE
11'
SHOULDER
6'
48'

DIVISION STREET
AT GREENWOOD AVENUE

grade-separating these streets. This will facilitate the city's plan to make Division Street an additional north-south arterial and better handle the expected increase in traffic volumes.

Alternative 2 will involve some cut and fill, but will have minimal effect on the natural environment. It will not affect cultural resources, the population of Bend, land uses in the area, or air quality. No right-of-way will be acquired; businesses will be compensated where damages occur from the changes in the roadway elevations. Only one more building (with 4 dwelling units) will be impacted by noise in the year 2000. Relocation of some utility lines will be part of the project and timed so as to minimize disruption to users. Traffic on Division Street will be detoured and on Greenwood Avenue restricted to 2 lanes at times. Construction noise abatement measures will be included in the construction specifications. Alternative 2 is also in compliance with the Bend Area General Plan. Thus, it was determined that an Environmental Impact Statement was not required for this project.

Another Alternative Studied but Considered Unreasonable

Another alternative that was studied but considered impractical would have involved reconstruction of the existing at-grade intersection of Greenwood Avenue and Division Street. This alternative would have improved the clearance under the railroad structure (to 15-1/2 feet). The elevation of Greenwood Avenue would have been lowered in the vicinity of the railroad structure and to the west for about 280 feet. This would have resulted in a grade of 5.75%, and Greenwood Avenue would have had to have been lowered by 6 feet where it crosses Division Street. This would have required the lowering of Division Street by 6 feet to retain an at-grade intersection, and lowering the elevation of Division north to Kearney Avenue (resulting in a 5% grade) and south almost to Irving Avenue (resulting in a 3.4% grade). Retaining walls would have been necessary so that additional right-of-way would not have been required. Sidewalks would have been either kept where they are (thus cutting off access across the streets) or lowered to street level (thus cutting off access to many of the adjacent stores).

The signal at the intersection would have been retained. With a 3-phase signal, the Level of Service at this intersection would have been F by 1993. Four-laning Division Street may help relieve congestion. Construction of left-turn refuges on Greenwood Avenue may also have helped improve the level of service. However, the railroad bridge piers would be in the way of a left-turn refuge on Greenwood Avenue east of Division Street; removing these piers would require a new railroad bridge, which would be very costly. A 2-phase signal (instead of the 3-phase signal) would have resulted in a Level of Service D in 1993. However, in years after 1993, the number of vehicles will likely continue to increase and congestion would have worsened. With the steep grades around the intersection, the ability of vehicles, especially trucks, to stop at the signal would have been lessened during icy conditions. Because this alternative would have fulfilled only one of the project's purposes (improving clearance under the railroad) and may have increased the safety problems at the Greenwood Avenue-Division Street intersection, it was not studied further.

ENVIRONMENTAL SETTING AND IMPACTS

Natural Environment

The City of Bend is located on the east side of the Cascade Mountains in an area of mixed topography. The project area is at an elevation of about 3,616 feet. Except for the railroad embankment, the project area has gentle slopes. In the Bend area, there are numerous outcrops of dark gray porous basalt from lava flows. This lava rock underlies the project area; its distance below the surface varies from 1-1/2 to 9 feet. The basalt is overlain by a pumiceous sand. The soils in the Bend area are very shallow. The Soil Conservation Service does not classify any of these soils as prime agricultural soils. The land in the project area has been intensively developed; the original soil has thus been altered by filling, bulldozing, and paving.

The Deschutes River flows through the City of Bend, flowing northward to the Columbia River. The project area is located about 2,000 feet east of the river; it is not in the floodplain. There are no wetlands in the project area and the ground water table is deep.

The climate of Bend is fairly dry, since it is located east of the Cascade Mountains. This part of Oregon has cold winters and hot, dry summers. To the east of the city is the high desert of Central Oregon, and to the west is the Ponderosa Pine forest. The project area has little, if any, native vegetation. Due to the intensive urban development along these parts of Greenwood Avenue and Division Street, vegetation is limited. There are some trees and shrubs in some yards along Irving Street and along Division Street (in front of the Miller Lumber Company store and office builings). Only a limited number of bird and mammal species are found in this type of urban setting. There are no known endangered or threatened species in the project area, nor is any sensitive or critical habitat present.

The Build Alternative would involve cuts on Greenwood Avenue of up to 8 feet to provide the necessary clearance under the new Division Street structure. Cuts of up to 6 feet would be required under the railroad structure for Greenwood Avenue's travel lanes. Cuts would not occur in the 8-foot wide median area under the railroad structure so that the structure's piers, which rest in bedrock, would not be weakened. Division Street would be raised up to 10 feet. Retaining walls would be used to limit the area requiring the cut and fill. Rough calculations show that there would be about 5,000 cu. yds. of cut and about 4,800 cu.yds. of fill. It is anticipated that material excavated from the cuts would be utilized for embankment. Excess material would be deposited by the contractor in accordance with Standard Specifications. The excess could be used to fill in some of the Burlington Northern Railroad depot's southern parking lot, to bring its entrance up to grade with the higher Division Street access, if this is agreeable to them. Commercial sources would supply the base aggregate and asphaltic concrete for the roadway surface. The No-Build Alternative would not involve any cut or fill activities.

The amount of paved surface area would be the same under either the Build or No-Build Alternative. Dry wells are presently used to handle storm drainage. The Build Alternative would require about the same number of dry wells on Greenwood Avenue but at different locations. Because Division Street would drain away from the intersection, these dry wells would be relocated north and south of the intersection. The catch inlets for the wells are designed to prevent solids from entering the wells. They would need to be maintained so that debris will not block the drain. Dry wells, however, do nothing to remove the contaminents in the water.

The habitat of the project area would be nearly the same under both alternatives. Construction of the Build Alternative would remove some trees and shrubs in front of the Miller Lumber Company office to provide for the widening of Division Street. The same urban types of bird and mammal species would likely inhabit the area as do now.

Cultural Resources

Cultural resources are those sites, structures, and buildings which are listed in, nominated to, or considered eligible for the *National Register of Historic Places* of the U.S. Department of the Interior; this includes both historic and archeological resources. *National Register* eligible properties affected by federally-funded highway projects are afforded considerable protection under federal law* through planning and coordination requirements.

The Molalla Tribe (part of the Sahaptin Indian Linguistic Group) inhabited most of the Deschutes River region prior to 1750. From that time until about 1900, Central Oregon was the territory of various tribes and bands, including the Snake, Bannock, Cayuse, Paiute, and Tenino. Pioneers crossed the Deschutes River at "Farewell Bend." A. M. Drake and his wife settled in this spot in 1901; the City of Bend was incorporated in 1905. The railroad became of great importance in the country and railroad track was laid from the Columbia River to Shaniko (about 70 miles north of Bend). Both the Oregon Trunk Line and Union Pacific decided to continue the tracks up the Deschutes River to Bend to provide transportation for the potential timber harvest. A "race" between the two railroads started in 1908, however the Union Pacific dropped out after 2 years. The golden spike was driven on October 5, 1911 at the Oregon Trunk Line's Station in Bend. The station has been the destination for countless homesteaders and settlers.

In the area of the proposed Greenwood Undercrossing project, the Oregon Trunk Railroad** Station Complex is the only *National Register* - eligible property.*** The complex consists of 3 buildings:

1. Railroad Station (1100 N.W. Division Street): one-story stone building with hip roof, porte-cochere, and two brick fireplaces; southwest cornerstone has the date 1911.

---

*Department of Transportation Act of 1966 (Section 4(f)), National Historic Preservation Act of 1966 (Section 106), Executive Order 11593 (1971).

**The trackage and buildings are now owned by the Burlington Northern Railroad.

***This has been concurred in by the State Historic Preservation Office; see Appendix C.

2. Railroad Freight Warehouse (northwest corner of Greenwood Avenue/ First Street): long, rectangular wood-frame building with gable roof; built 1911-1912.

3. Railroad Depot (1060 N.W. Division Street): now used as offices; wood-frame building with stucco exterior and hip roof; circa 1920.

Neither alternative would have an effect on the qualities that make the Oregon Trunk Railroad Station Complex eligible for the National Register nor would they affect the preservation potential of the Complex.* The Build Alternative would involve minor changes in access. Because of the lowering of Greenwood Avenue for better clearance under the railroad track, the driveway at the south end of the freight warehouse would need to be moved to First Street; this would result in safer turn movements than at present due to the light traffic on First Street. (The second warehouse driveway on First Street would be unchanged. The Build Alternative would also raise the elevation of Division Street. Access to the parking lot south of the depot could be maintained by designating the paved area along the west of the depot as driveway (instead of parking). Another possibility is to use the excess material excavated as fill in some or all of the parking lot to bring its entrance up to the elevation of the higher Division Street.

Since the land in the project area has already been disturbed by development (utility, drainage, railroad, and roadway construction) the prospect of finding undisturbed archeological sites is extremely remote. Any evidence of Indian habitation, if it existed in the project area, has most likely been obliterated. Thus an archeological reconnaissance survey is not planned.

In the unlikely event that previously unidentified archeological materials are discovered during construction, work on the project would be halted and the Museum of Anthropology at the University of Oregon would be notified. Construction would not be allowed to resume until all recommended mitigation and/or salvage procedures are completed. These procedures are in compliance with subsection 105.13, Standard Specifications for Highway Construction, and thereby fulfill the requirementes of Federal law. If a significant archeological site is found during construction, a request for Determination of Eligibility would be submitted to the Department of the Interior, and all requirements of Section 106 of the National Historic Preservation Act would be followed.

Population and Business

The population of Bend and Deschutes County has increased dramatically in the past 20 years as shown in Table 3. The population of Deschutes County has more than doubled during the 10 year period 1970 to 1980. The city and county are expecting rapid growth during the next 20 years. Some 51,000 more people are expected to reside in the Bend area, according to the Bend Area General Plan.**

---

*This is concurred in by the State Historic Preservation Office; see Appendix C.

**Page 12, paragraph 2.

TABLE 3

POPULATION OF BEND AND DESCHUTES COUNTY

Year	BEND Population	 % Increase in 10 Years	DESCHUTES COUNTY Population	 % Increase in 10 Years
1960	11,936		23,100	
1970	13,710	+14.9	30,442	+ 31.8
1980	17,263	+25.9	60,142	+104.0

Source: U.S. Census

Bend is the regional service center for Central Oregon. The city's economy is based on lumber and wood products, regional services, and tourism and recreation. Growth has occurred in all these sectors between 1970 and 1980 and they are expected to continue to grow, spurring in-migration, after the current economic slump has passed.

Figure 7 identifies the businesses along this stretch of Greenwood Avenue and Division Street. A considerable number of these businesses are highly dependent on road traffic and the availability of on-street parking adjacent to their business. The location of off-street parking areas is also shown in Figure 7.

The construction costs of the project are estimated to be about 1.2 million dollars. Most of these funds would be spent in the local area for such things as paying the salaries of construction workers and buying construction materials.

Planning and Land Use

The Bend Area General Plan was adopted by the city in December 1979. It was acknowledged by the Oregon Land Conservation and Development Commission in June 1981 as being in compliance with the statewide planning goals. Besides the plan's map, which shows the plan designations, the plan's text describes the policies and intent of the residential, commercial, and industrial designations. The text also describes policies regarding circulation. It states "the grade at Greenwood Avenue should be lowered under the railroad overcrossing to permit adequate clearance for all vehicles on this major street."* "The general plan proposes additional north-south routes as a means of reducing congestion on 3rd Street. A west side alternative is proposed on 1st and Division Streets which extends southerly to Hayes at Highway 97."** The plan also proposes landscaping along portions of Greenwood Avenue to improve the visual appearance of this major corridor.

---

*Page 57, paragraph 1.
**Page 57, paragraph 9.

The existing land use in the project area is shown in Figure 5. The area is predominantly commercial-industrial with some houses and apartments. The railroad occupies a large part of the east side of the project area with three tracks for switching movements as well as the freight warehouse, station, and depot buildings. The comprehensive Plan designation for much of this area, as shown in Figure 6, is Commercial with some Light Industrial in the northeast and southeast corners of the project area. Figure 6 also shows the Zoning designations in the project area. The zoning is consistent with the Plan designations. Most of the area is zoned General Commercial (CG) with some Limited Commercial (CL), and with Light Industrial (IL) zoning in the northeast and southeast corners of the project area.

Right-of-Way Impacts

No right-of-way acquisition would be required under either alternative. Although many of the businesses rely on the availability of curbside parking, removal of some parking spaces along Greenwood Avenue would not require compensation to these businesses. The Build Alternative would involve grade changes and the use of retaining walls. Figure 7 shows the amount of change in grade. Businesses along the route are entitled to reasonable access. If that access is impaired or removed by the grade change, the businesses may be entitled to compensation for this "damage"; the amount would be determined by the appraisal process.

Some businesses may be so dependent on road traffic that, with the change in grade, they may want to relocate. These busineses are shown in Figure 7. If it is determined that continuation of operation at their present site is impossible, the business may be entitled to relocation benefits. Relocation benefits are described in the pamphlet "Moving Because of Highway or Public Projects?", available from the Oregon State Highway Division. Businesses are encouraged to relocate in the same general area of the community. The commercial-industrial character of the project area is not expected to change even if some businesses decide to relocate.

The change in elevation would also cut off access to some offstreet parking spaces. Parking lots B and C (in Figure 7) would become inaccessible from Division Street, whereas lots A and D could be raised using excess fill material so that access could be maintained. However, raising the level of parking lot D would require retaining walls and stairs from the lot to the retail lumber store; instead, the store may be moved to the south end of the property. The location of entrance and exit points from the lumber storage building (15) may be reversed. The Miller Lumber Company office would be somewhat more separated from the store and lumber storage building with the Build Alternative, since Division Street would be on fill through this section with no crosswalks. The entrance to the garage (16a) associated with the residential building would be inaccessible from the higher Division Street. Access to the alley from Hill Street would not be affected and the garage could be accessed from the alley. It is possible that access to parking lot C could be made through this alley also.

The businesses shown in Figure 7 would be temporarily impacted during construction of the Build Alternative. The first phase of construction would involve moving of the utilities: power, telephone, natural gas, sewer,

FIGURE 5
EXISTING LAND USE
IN THE PROJECT AREA

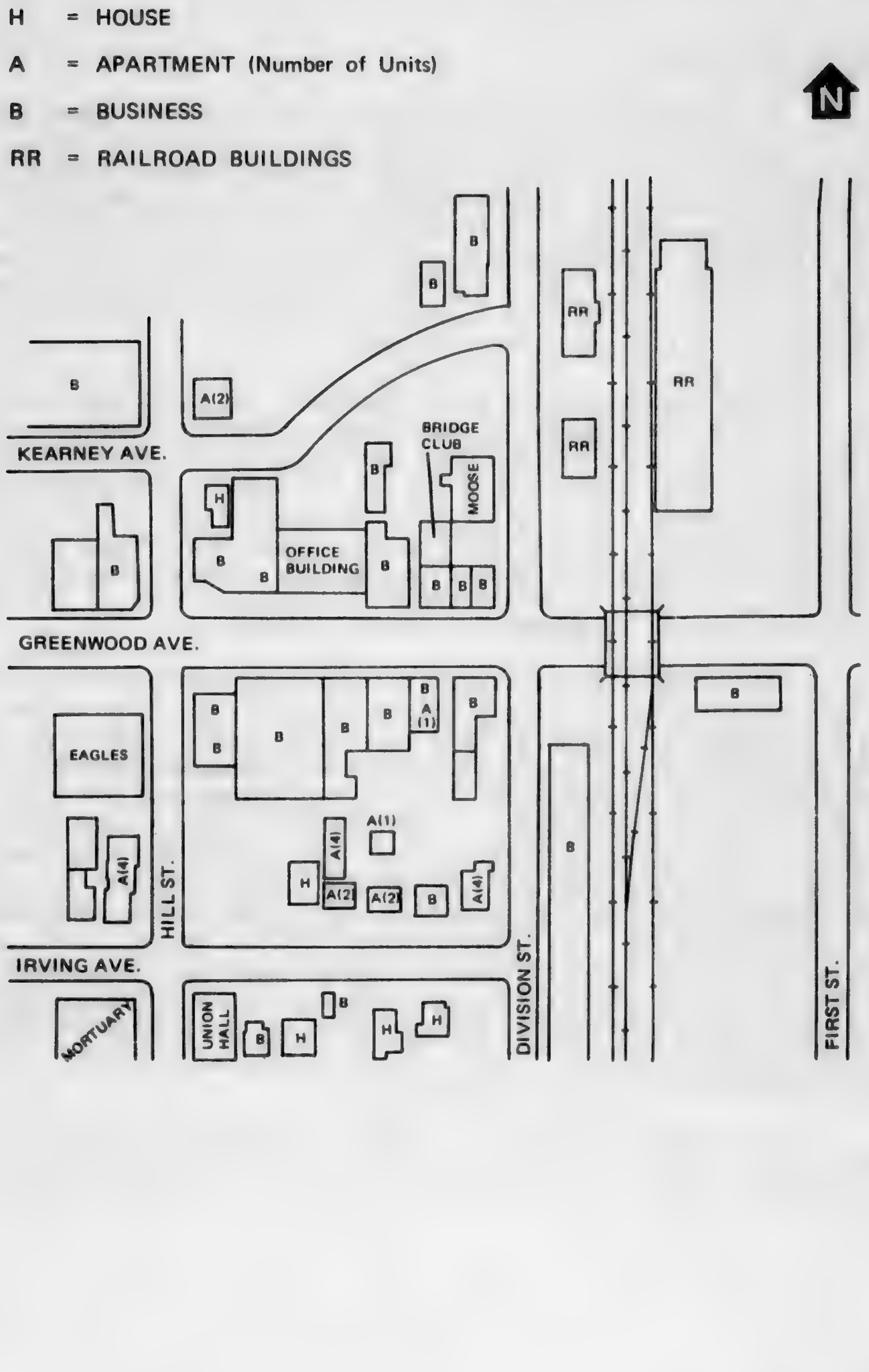
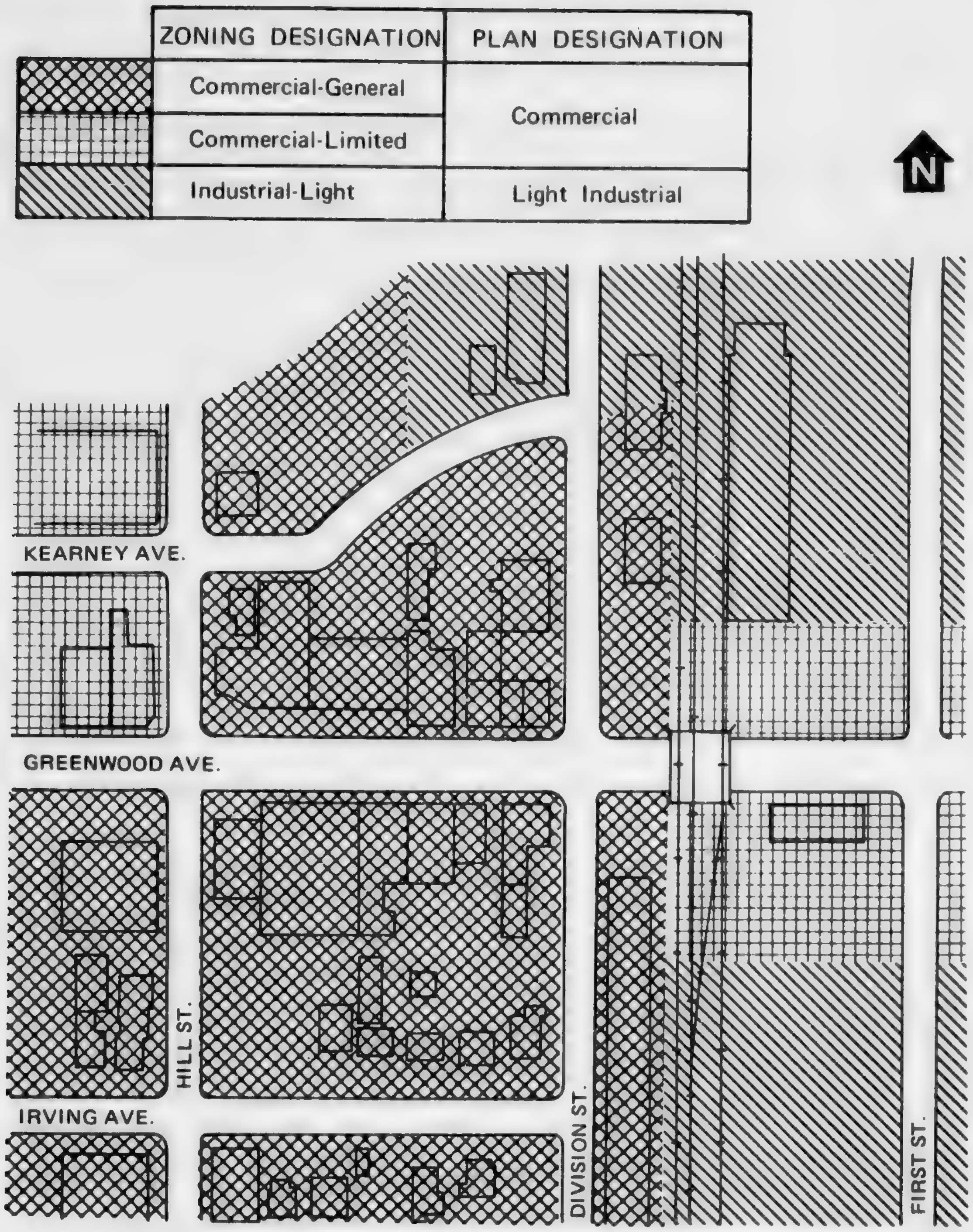

H = HOUSE
A = APARTMENT (Number of Units)
B = BUSINESS
RR = RAILROAD BUILDINGS
N
KEARNEY AVE.
GREENWOOD AVE.
IRVING AVE.
HILL ST.
DIVISION ST.
FIRST ST.
BRIDGE CLUB
MOOSE
OFFICE BUILDING
EAGLES
MORTUARY
UNION HALL
A(2)
A(1)
A(4)
H
B
RR

FIGURE 6

ZONING AND PLAN DESIGNATIONS IN THE PROJECT AREA



	ZONING DESIGNATION	PLAN DESIGNATION
▩	Commercial-General	Commercial
▦	Commercial-Limited	
▧	Industrial-Light	Light Industrial

N
KEARNEY AVE.
GREENWOOD AVE.
HILL ST.
IRVING AVE.
DIVISION ST.
FIRST ST.

and water. These would be relocated to the sidewalk area prior to excavation of Greenwood Avenue. Work on Greenwood Avenue would be staged so that traffic could utilize the undercrossing of the railroad, although the number of lanes would be limited. Division Street traffic would be detoured via Kearney Avenue, Hill Street, and Irving Avenue, during the work on raising the grade of Division Street and bridge construction. Due to congestion on Greenwood Avenue during construction, detouring of Division Street traffic, and work on the sidewalk area, business may suffer. Construction is not expected to take more than 12 months.

Utilities

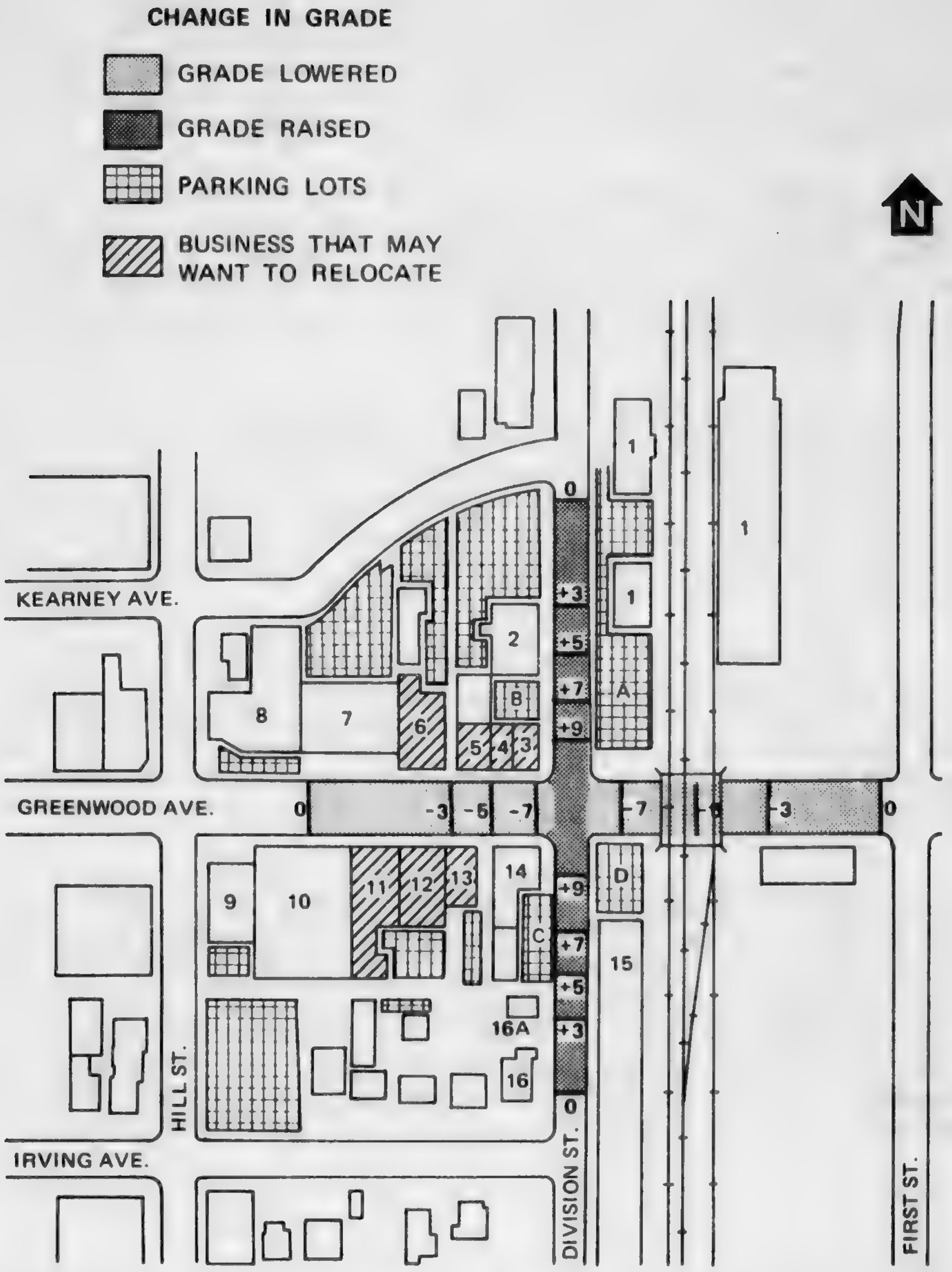
Many utilities are located along the Greenwood Avenue and Division Street corridors. An 8-inch sewer line goes down the middle of both streets. A 10-inch waterline is located along the south side of Greenwood Avenue, with a 4-inch line branching northward along the west side of Division Street. Telephone cables are located along the north side of Greenwood Avenue; there is a phone vault at the Hill Street-Greenwood Avenue intersection. A 4-inch gas line runs along the east side of Division Street from the north, turns at the intersection and runs along the north side of Greenwood Avenue eastward. At the intersection, a 6-inch gas line continues south to the alley (between Greenwood and Irving Avenues) where it continues westward. Many of these lines would need to be relocated with the Build Alternative.

Transportation

The Burlington Northern Railroad track runs in a north-south direction through Central Oregon, from the Columbia River through Bend to Chemult, where it joins Southern Pacific's track (which extends to Klamath Falls and southward into California). The railroad station is located in the project area, just north of Greenwood Avenue. There are three tracks in the area, to allow for switching movements and the unloading of freight. Although passengers were carried in the past, trains through Bend are now only used to carry freight.

The Trailways Bus System serves Bend, providing connecting service to such cities as Portland, Sisters, Albany, Klamath Falls, Redmond, and Prineville. There is no bus service within Bend at the present time. Both Division Street and Greenwood Avenue are labeled as bicycle routes in the City of Bend's Bicycle Plan. Bicyclists can now use the 6-foot shoulders on improved portions of Division Street. Shoulders for bicycle use would be included along the remainder of the Division Street arterial as the city widens the roadway. A bike route is already developed along Greenwood Avenue east of Fourth Street. The Plan shows this route extending westward into downtown Bend, however, the parking lanes presently make it difficult for bicyclists to use this portion of Greenwood Avenue. Pedestrians can use Greenwood Avenue since there are sidewalks along both sides of the roadway including under the railroad structure. Division Street has a sidewalk only on the west side. There are presently crosswalks with signals at the Greenwood-Division intersection.

FIGURE 7
BUSINESS IMPACTS WITH ALTERNATIVE 2


CHANGE IN GRADE
GRADE LOWERED
GRADE RAISED
PARKING LOTS
BUSINESS THAT MAY WANT TO RELOCATE
N
KEARNEY AVE.
GREENWOOD AVE.
IRVING AVE.
HILL ST.
DIVISION ST.
FIRST ST.
0
+3
+5
+7
+9
-3
-5
-7
-9
A
B
C
D
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
16A

BUILDINGS ALONG THE ROUTE

1. BURLINGTON NORTHERN RAILROAD
2. MOOSE LODGE
3. KOMG ARCADE
4. PEGASUS BOOKSTORE
5. BUSINESS OFFICE
6. BUSINESS OFFICE
7. GRAY, FANCHER, HOLMES, AND HURLEY LEGAL OFFICES
8. CASCADE AUTO PARTS
9. BILL'S ELECTRIC
10. SKATING RINK
11. MID-STATE MEAT MARKET AND LOCKERS
12. IMPORT AUTO STORE
13. NICK'S LOCK AND KEY
14. MILLER LUMBER CORPORATE OFFICES
15. MILLER LUMBER RETAIL STORE AND LUMBER STORAGE
16. RESIDENCE

Highway 20 (which runs east-west crossing the Cascade Mountains) and Highway 97 (which runs north-south from the Columbia River through Klamath Falls) intersect in Bend. Highway 97 is named Third Street as it goes through the city. With the lack of access control, much commercial development has occurred along Third Street and the roadway has become very congested. Route 20 utilizes Third Street south to Greenwood Avenue, where it turns east. The part of Greenwood Avenue west of Third Street, and portions of Wall Street, Deschutes Place, and First Street form Business Route 20. Division Street runs north-south about three blocks west of Third Street. The city is upgrading portions of Division Street to arterial standards and has proposed to connect it through to Brosterhous Road. The intent of these Division Street improvements is to provide an alternate north-south route to Highway 97, lessening the capacity problems now occurring on Highway 97.

Traffic volumes will increase substantially over the next 12 years as the population continues to grow. Projections were made for the year 1993 showing the demand for use of particular segments of the roadway by vehicles. These projections were made assuming that Division Street would be extended south to Brosterhous Road and that the city's remaining planned improvements would be made to the road by 1993.

These demand projections show that 2760 to 3180 vehicles would want to use Third Street during the peak traffic hour in 1993; see Figure 8*. If all of these vehicles did try to use Third Street, the portion between Revere and Wilson Avenues would be at Level of Service F (jammed, stop-and-go condition) and the remainder of Third Street would be at Level of Service E (unstable flow with short periods of stoppages). The condition would be much worse than at the present.

The demand projections show that 690 to 1645 vehicles would want to use the new Division Street during the peak traffic hour in 1993; see Figure 8. This would result in a better Level of Sevice along the Division Street route than along Third Street. In reality, except for those vehicles whose destinations are businesses along Third Street, more vehicles would use Division Street to avoid the congested condition of Third Street.

As shown in the demand projections, (Figure 8), the Greenwood Undercrossing project would not significantly** affect the volume of traffic on Third Street. Demand volumes on portions of Division Street would be different with or without the Greenwood Undercrossing project. Volumes would be higher between Revere and Kearney Avenues and west on Greenwood Avenue with the Undercrossing project. However, volumes would be lower south of Kearney Avenue to Colorado Avenue; this may be due to the roundabout nature of turn movements with the Greenwood and Franklin Avenue structures, so that those wishing to turn may tend to avoid that part of Division Street.

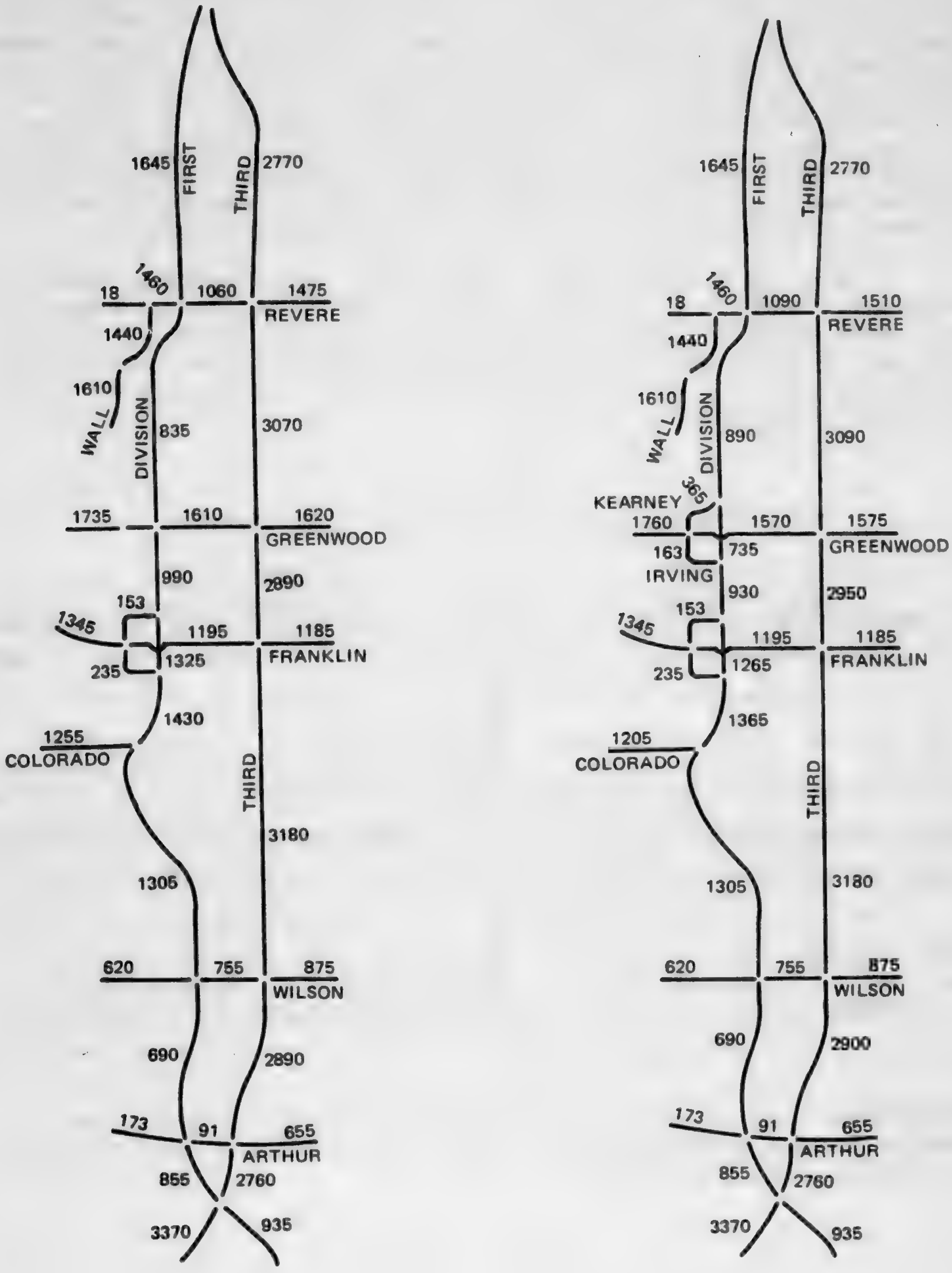
---

*Demand projections were made both with and without the Greenwood Undercrossing project.

**Not affect it by over 3%.

FIGURE 8

PEAK HOUR TRAFFIC DEMAND ON SELECTED SEGMENTS IN THE YEAR 1993



WITH ALTERNATIVE 1

WITH ALTERNATIVE 2

FIRST
THIRD
1645
2770
1460
18
1060
1475
REVERE
1440
1610
WALL
DIVISION
835
3070
1735
1610
1620
GREENWOOD
990
2890
153
1345
1195
1185
FRANKLIN
235
1325
1430
1255
COLORADO
THIRD
3180
1305
620
755
875
WILSON
690
2890
173
91
655
ARTHUR
855
2760
3370
935
FIRST
THIRD
1645
2770
1460
18
1090
1510
REVERE
1440
1610
WALL
DIVISION
890
3090
365
KEARNEY
1760
1570
1575
GREENWOOD
163
735
IRVING
930
2950
153
1345
1195
1185
FRANKLIN
235
1265
1365
1205
COLORADO
THIRD
1305
3180
620
755
875
WILSON
690
2900
173
91
655
ARTHUR
855
2760
3370
935

The existing intersection at Greenwood Avenue and Division Street is controlled by a three-phase signal: through and turn movements from the western part of Greenwood Avenue, through and turn movements from the eastern part of Greenwood Avenue, through and turn movements from Division Street. The intersection is now at Level of Service* C (occasional wait through more than one red phase) but by 1993, the Level of Service would drop to F (jammed condition). It is projected that at most about 80 vehicles per hour would be turning left from Greenwood Avenue; the extra phase to accommodate this turn movement does not seem to be needed and unduly holds up through traffic. If left-turn movements from Greenwood Avenue were prohibited or left-turn refuges were provided on Greenwood, a two-phase signal at the intersection would be possible. This would result in a Level of Service D in the year 1993. The Build Alternative (Alternative 2) would improve the situation for through-traffic even further, since there would be no signal and through-traffic would proceed uninterrupted. The posted speed limit on Division Street would be 45 mph (rather than the existing speed limit of 35 mph as under the No-Build), since there would be no signals between Revere and Wilson Avenues.

Alternative 2 would cause changes in the local traffic pattern. The structure would preclude direct turns between Division Street and Greenwood Avenue. Those wishing to turn would need to use Kearney Avenue or Irving Avenue along with Hill Street. Signing would be used to direct traffic flow similar to that used at the Franklin Avenue structure. Table 4 shows the proposed traffic movement patterns.**

TABLE 4

TURN MOVEMENT PATTERNS WITH THE BUILD ALTERNATIVE

DIVISION STREET TO GREENWOOD AVENUE		GREENWOOD AVENUE TO DIVISION STREET	
FROM NORTH TO WEST	FROM NORTH TO EAST	FROM WEST TO NORTH	FROM EAST TO NORTH
Rt. onto Kearney Lt. onto Hill Rt. onto Greenwood	Rt. onto Irving Rt. onto Hill Rt. onto Greenwood	Rt. onto Hill Lt. onto Irving Lt. onto Division	Rt. onto Hill Rt. onto Kearney Lt. onto Division
FROM SOUTH TO WEST	FROM SOUTH TO EAST	FROM WEST TO SOUTH	FROM EAST TO SOUTH
Lt. onto Kearney Lt. onto Hill Rt. onto Greenwood	Lt. onto Irving Rt. onto Hill Rt. onto Greenwood	Rt. onto Hill Lt. onto Irving Rt. onto Division	Rt. on Hill Rt. on Kearney Rt. on Division

---

*See Appendix A for definitions of Levels of Service at intersections.

**A similar pattern could be utilized under Alternative 1 if left turns were prohibited at the intersection.

After 1993, traffic volumes will continue to increase. Division Street has a width of 48 feet curb to curb, which could be restriped to provide four 12-foot travel lanes. Restriping would, however, eliminate the shoulders and the median/left-turn lanes. Bicyclists would have to use the traffic lane if the road were restriped this way.

A total of 37 accidents occurred on Greenwood Avenue between Hill and First Street during the 45-month time period from January 1978 to September 1981. As shown in Appendix B, most of these accidents were classified as fixed object, angle, or rear-end collision types. Of these, fifteen were at the intersection of Greenwood Avenue and Division Street and resulted in 10 people being injured. The Build Alternative would lessen the chance for accidents in this area by eliminating the intersection. These wishing to turn would use Kearney or Irving Avenue and use right turns onto or off of Greenwood Avenue, which would be less hazardous than the existing pattern. Left turns would be made from or onto the median on Division Street (unless it is restriped in the future). Left turns could be prohibited under Alternative 1, which could lessen the chance for accidents at the intersection.

Bicycle and pedestrian movement would be impacted somewhat by the Build Alternative. The width of Division Street would be the same as under the No-Build Alternative and striped to provide 6-foot shoulders on each side. The shoulder area could be used by bicyclists but the grade would be steeper between Irving and Greenwood Avenues with the Build Alternative and not as steep between Greenwood and Kearney Avenues. If Division Street was to be restriped in the future to four travel lanes, there would be no shoulder area left for bicyclists.

With the Build Alternative, sidewalks would be replaced along both sides of Greenwood Avenue and the west side of Division Street. Sidewalks would be built under the new Division Street structure to provide a continuous sidewalk along both sides of Greenwood Avenue; fencing or a railing would be provided to prevent people from falling over the edge of the retaining wall. There would be a sidewalk along the west side of Division Street, however, pedestrians could not cross Greenwood Avenue there due to the change in grade; pedestrians would have to cross Greenwood Avenue at Hill or First Streets.

Traffic movement would be affected during construction of the Build Alternative, which would last 6 to 12 months. During the work on Division Street, traffic would be detoured to Kearney Avenue, Hill Street, and Irving Avenue. This would result in an increase in the amount of traffic on these streets. There is no adjacent detour route for Greenwood Avenue, since it is one of only a few crossings of the railroad. Staged construction on Greenwood would thus be used. The present four travel lanes would likely be narrowed to two lanes during construction, which would result in some traffic congestion and delays. Construction would not involve the train tracks, so train movements would not be affected.

Air Quality

The federal government and State of Oregon have set air quality standards for a number of pollutants; some of these standards are shown in Appendix D. The automobile is a major contributor to air pollution, emitting carbon monoxide (CO), hydrocarbons (HC), nitrogen oxides (NO_x), and lead. The Federal Clean Air Act and its Amendments require automobile emission control systems to be improved, thus decreasing the amounts of pollutants emitted per car.

Bend is located within Central Air Quality Control Region No. 190, established by the Oregon Department of Environmental Quality (DEQ). Only lead and total suspended particulates (TSP) have been monitored by the DEQ. Bend does not meet the Oregon standard for TSP. The DEQ has no historical monitoring data on other pollutants, such as carbon monoxide.

Since there was no data on CO levels in Bend, the Oregon State Highway Division conducted a monitoring study during January 1982. Meterological information (including wind speed and direction) was measured at one site and CO levels were measured at four sites near the Greenwood Avenue Undercrossing project. The highest CO concentrations were monitored during wind speed conditions of 2 mph with the wind direction paralleling the roadway corridor. The highest one-hour average reading taken during the relatively limited study period was 28.5 mg/m^3.

To predict the impact of the project on future air quality, computer models were utilized. Motor vehicle emission factors were calculated, the years with the highest emissions were determined, and a total emissions analysis of the project area was done. Table 5 shows the total emissions for the years 1981, 1985, and 1993. In addition to the No-Build and Build Alternatives, a truck diversion option* was studied in the models for analysis purposes (to see if it would improve or worsen the pollutant levels) but is not being considered by the city for implementation. The total emissions of CO and nitrogen oxides (NO_x) show a slight increase in 1983 over 1981 amounts, but a reduction of nearly 20% by 1993. The total emission of hydrocarbons (HC) decreases over 40% by 1993. This is due to the federal auto emission control regulations, which counteracts the increase in traffic volumes on the roadways. The Build Alternative produces slightly smaller amounts of CO and HC, and slightly larger amounts of NO_x than the No Build Alternative; this is due to the higher speeds on Division Street with a structure over Greenwood Avenue. The truck diversion options result in slightly larger amounts of pollutants.

Another computer model was utilized to predict carbon monoxide levels near the project. Predictions were then made for worst case conditions in the year 1983 and 1993 for six receptor locations; these values are shown in Table 6. In the project area (Site A), the present CO concentration of 14.0 mg/m^3 is above the standard of 10 mg/m^3, but by the year 1993, the predicted concentrations are within the standard (except under the No-Build Alternative with the truck diversion). The Build Alternative would result in a lower CO pollutant level than the No-Build Alternative would. Construction of the Greenwood Avenue Undercrossing project appears to have no significant effect on CO pollutant levels at the other sites. The Greenwood Avenue

---

*Assumed about three times the number of trucks would use Division Street as under the regular alternatives.

TABLE 5

TOTAL EMISSIONS SUMMARY

		1981	1983		1993	
Pollutant	Alternative*	Tons/Yr.	Tons/Yr.	Percent of 1981 Amount	Tons/Yr.	Percent of 1981 Amount
Carbon Monoxide (CO)	NB	3587	3665	102.2	2979	83.0
	B	--	3639	101.5	2953	82.3
	NB-T	--	3675	102.5	2979	83.1
	B-T	--	3644	101.6	2958	82.5
Hydrocarbons (HC)	NB	359	341	95.1	206	57.3
	B	--	340	94.5	204	56.8
	NB-T	--	343	95.4	206	57.4
	B-T	--	340	94.6	204	56.8
Nitrogen Oxides (NO_x)	NB	307	314	102.2	249	81.1
	B	--	316	102.8	252	82.2
	NB-T	--	314	102.4	251	81.9
	B-T	--	316	103.1	253	82.4
Lead	NB	.456	.415	91.0	.506	111.0
	B	--	.422	92.5	.532	116.7
	NB-T	--	.418	91.7	.545	119.7
	B-T	--	.428	94.0	.559	122.7

*NB = No-Build Alternative
B = Build Alternative
NB-T = No-Build Alternative with Truck Diversion
B-T = Build Alternative with Truck Diversion

TABLE 6

PREDICTED 8-HOUR AVERAGE CARBON MONOXIDE CONCENTRATIONS (mg/m^3)

Receptor Location	Alternative*	1982	1983	1993
A (Project Area) Division at Irving (NW Corner)	NB	14.0	11.6	9.7
	B	--	10.9	8.6
	NB-T	--	12.8	10.3
	B-T	--	11.6	7.9
B Division at Revere (NE Corner)	NB	3.7	28.0	20.1
	B	--	26.7	20.1
	NB-T	--	28.0	20.1
	B-T	--	27.4	20.1
C First at Wilson (SE Corner)	NB	11.6	8.6	9.7
	B	--	8.6	9.7
	NB-T	--	8.6	9.7
	B-T	--	8.6	9.7
D First at Wilson (SW Corner)	NB	8.5	10.3	12.2
	B	--	10.3	12.2
	NB-T	--	10.9	12.2
	B-T	--	10.9	12.2
E Hwy. 97 at Olney (NW Corner)	NB	20.7	22.5	25.5
	B	--	22.5	25.5
	NB-T	--	22.5	26.1
	B-T	--	22.5	26.1
F Hwy. 97 at Irving (SW Corner)	NB	31.6	31.0	32.3
	B	--	31.0	32.8
	NB-T	--	31.0	32.8
	B-T	--	31.0	32.2

*NB = No-Build Alternative
B = Build Alternative
NB-T = No-Build Alternative with Truck Diversion
B-T = Build Alternative with Truck Diversion

Undercrossing project has been determined to be consistent with the attainment of national ambient air quality standards within the Bend area.

Although the predicted future CO concentrations at the other sites show little difference between the Build and No-Build alternatives, some sites show differences over the present concentrations. In particular, Sites B and D, which are presently within the standard, would be above the standard (and thus in violation) by 1993. Although these streets have little or no traffic at present, with the completion of the city's improvement projects to the Division Street arterial, much more traffic would be utilizing these streets. For example, the separation of Wall Street and Division Street at Deschutes Place will force vehicles to use Revere Avenue to get to and from downtown; the traffic levels on Revere Avenue would jump from the current eight vehicles per hour to nearly 1,000 vehicles per hour, resulting in high CO levels.

Noise

Design noise levels, which represent the upper limits of acceptable traffic noise level conditions, have been established by the Federal Highway Administration. The design noise levels (Leq) for residences and businesses are 67 and 72 dBA respectively; they are shown in Appendix D. If the noise level is equal to or greater than 67 dBA, it would be an adverse impact for residences, churches, schools, and parks; if equal to or greater than 72 dBA, it would impact businesses too. If the noise level inside a building used as a residence or public meeting room is 52 dBA, it is considered impacted. Noise is also of concern if the predicted noise level substantially exceeds the existing sound levels--by 10 dBA* or more.

Existing noise levels along heavily traveled roads can be calculated using a traffic noise prediction model. Along Greenwood Avenue and Division Street**, the noise levels are 61 to 63 dBA. Existing noise levels were measured at three sites representative of areas not along heavily traveled roads. One site at the corner of Hill Street and Irving Avenue had a reading of 56 dBA. The other two sites were located further south and had readings of 51 and 58 dBA. Even though cars occasionally pass the sites, local traffic noise does not dominate the acoustic environment. Since the Burlington Northern Railroad (BNRR) passes through the project area, there are some periods when rail noise is present. During a freight train passby, the noise level is about 79 dBA at a distance of 95 feet from the tracks. There are nine trains per day scheduled for the BNRR line through Bend. The high noise levels created by the railroad is thus limited to these nine short-duration periods.

The traffic noise prediction model was used to predict noise levels in the project area in future years. Information on auto volumes, truck volumes, and speeds was used. The traffic data used is for the worst traffic noise condition--the peak truck hour. The predicted future traffic noise levels in the project area are shown in Table 7. In addition to the No-Build

---

*A 10 dBA increase is usually perceived by people as a doubling of loudness.
**50 feet from centerline.

and Build Alternatives, a truck diversion option* as studied in the model for analysis purposes (to see if it would improve or worsen the noise levls along Division Street) but is not being considered by the city for implementation.

Land use in the project area consists of residences, businesses, and social clubs; see Figure 5. Table 8 gives the number of these which would be impacted by traffic noise above design noise levels. One apartment unit (on Greenwood Avenue on the second floor of a commercial building) is presently experiencing interior noise levels of 52 dBA. This would be the only impacted receptor in 1993 under the No-Build Alternative. Under the Build Alternative a two-story building with four apartment units would also be impacted. More receptors would be impacted if the truck diversion occurred than without it; the railroad depot, three businesses, and the Moose Lodge as well as the five apartment units would be impacted under the Build Alternative with Truck Diversion.

Reduction of sound levels may be accomplished with sound barriers (walls or earthen berms). To be effective, sound barriers must be high enough to break the line-of-sight between the sound source and the receptor, long enough or situated to prevent the flanking of sound around the ends of the barrier, and designed so that significant amounts of sound cannot pass through the barrier. The effectiveness of such a barrier would be greatly reduced if there were gaps in it (as for driveways).

Mitigation of traffic noise impacts with sound barriers is not feasible in the project area. The apartment on Greenwood Avenue is located adjacent to a driveway. The apartment building on Division Street is located at the Greenwood Avenue intersection with Irving Avenue. The railroad depot, the three businesses, and the Moose Lodge have driveways to Division Street. Noise barriers would not be effective in reducing traffic noise levels in these situations. Other methods to reduce sound levels--traffic management (such as restricting trucks or modifying speeds), altering the alignment of the road, and the use of buffer zones--were evaluated but were found to be impractical. Thus, no mitigation measures are proposed to reduce noise impacts in the Greenwood Avenue Undercrossing project area.

Noise impacts of the related projects along Division Street were also studied. Existing noise levels (Leq) along the proposed arterial range from 51-63 dBA. The predicted noise levels for 1993 range from 64-69 dBA, an increase of 3 to 14 dBA.** With a truck diversion onto Division Street, predicted noise levels in 1993 range from 65-72 dBA, an increase of 7 to 19 dBA. Table 8 gives the number of receptors that would be impacted by noise levels above the design noise level and/or by a significant increase in noise levels. With the Greenwood Undercrossing project and the city's Division Street arterial project, a total of 95 dwelling units would be impacted by noise in 1993 from Revere Avenue south to Highway 97. If trucks were diverted onto Division Street, the number of dwelling units impacted would jump to 136.

The only other federally funded project along Division Street, besides the Greenwood Avenue Undercrossing project, is the Deschutes Place-Lafayette Section. Two houses along this section are predicted to be

---

*Assumed about three times the number of trucks would use Division Street as under the regular alternatives.

**A 10 dBA increase is considered a significant increase and thus an impact.

TABLE 7
PREDICTED NOISE LEVELS IN THE PROJECT AREA

Road Section	Year	Alternative*	Noise Level** at 50 feet from Road Centerline
GREENWOOD AVENUE Hill Street to Division Street	1981	(Existing)	61
	1993	NB	63
	1993	B	63
	1993	NB-T	63
	1993	B-T	63
Division Street to First Street	1981	(Existing)	62
	1993	NB	65
	1993	B	65
	1993	NB-T	65
	1993	B-T	65
DIVISION STREET Kearney to Greenwood Avenue	1981	(Existing)	62
	1993	NB	63
	1993	B	67
	1993	NB-T	69
	1993	B-T	72
Greenwood to Irving Avenue	1981	(Existing)	63
	1993	NB	63
	1993	B	67
	1993	NB-T	69
	1993	B-T	72
KEARNEY AVENUE AND HILL STREET Division Street to Greenwood Avenue	1981	(Existing)	56
	1993	(Detour Route)	59
	1993	B	56
	1993	B-T	56
IRVING AVENUE AND HILL STREET Division Stree to Greenwood Avenue	1981	(Existing)	56
	1983	(Detour Route)	60
	1993	B	55
	1993	B-T	55

* NB = No-Build Alternative
B = Build Alternative
NB-T = No-Build Alternative with Truck Diversion
B-T = Build Alternative with Truck Diversion

**Leq level in dBA assuming no acoustic shielding from buildings or topography.

TABLE 8

RECEPTORS IMPACTED BY TRAFFIC NOISE

Road Section	Existing 1981	NB 1993	B 1993	NB-T 1993	B-T 1993
Greenwood Avenue Undercrossing Project Area (Division Street from Kearney to Irving Avenues)	1 Apt. Unit	1 Apt. Unit	5 Apt. Units	5 Apt. Units	5 Apt. Units 1 RR Depot 4 Bus.,S.C.**
Division Street north of Project Area (Revere to Kearney Avenues)	1 House	9 Houses 10 Motel Units		11 Houses 13 Motel Units 14 Bus., S.C.	
Division Street south of Project Area (Irving Avenue to Hwy. 97)	9 Houses 4 Apt. Units	32 Houses 34 Apt. Units 2 Units in Rest Home		45 Houses 53 Apt. Units 7 Units in Rest Home 3 Bus.	
TOTAL along Division Street (Revere Avenue south to Hwy. 97)	10 Houses 5 Apt. Units	41 Houses 39 Apt. Units 13 Motel Units 2 Units in Rest Home		56 Houses 60 Apt. Units 13 Motel Units 7 Units in Rest Home 1 RR Depot 21 Bus., S.C.	

* NB = No-Build Alternative
B = Build Alternative
NB-T = No-Build Alternative with Truck Diversion Option
B-T = Build Alternative with Truck Diversion Option

**Apt. = Apartment
Bus. = Business
S.C. = Social Club

impacted by noise in 1993. With a truck diversion, four houses and six businesses would be impacted in 1993. Mitigation of these traffic noise impacts, such as with sound barriers, is not feasible because of the driveway and street accesses to Division Street.

Mitigation of traffic noise impacts along the city-funded sections of Division Street arterial was not evaluated in detail. A survey identified 11 possible sites* where sound barriers could reduce adverse traffic noise levels. Further analysis would need to be done to estimate the noise reduction potential and cost in order to determine the feasibility of these barriers. Since federal noise mitigation guidelines do not apply to these city-funded projects, no further analysis was performed.

Areas adjacent to the Greenwood Avenue Undercrossing would be exposed to additional noise during construction of the Build Alternative, emitted by various pieces of construction equipment. Noise levels may range from 68-106 dBA at 50 feet. Although of a temporary nature, the additional noise can be quite annoying. This is especially true during the quieter night-time hours. The following noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays, and between the hours of 6:00 p.m. and 7:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
4. No pile driving or blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. on other days, without the approval of the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor, at his own expense, may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary consruction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
4. Notify nearby residents whenever extremely noisy work will be occuring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

---

*These possible barrier sites and the impacted receptors are shown in the Noise Study Report; see Appendix F.

During construction of the grade-separated crossing with the Build Alternative, Division Street would be closed at Greenwood Avenue. Traffic on Division Street would be directed to use Irving Avenue, Hill Street, and Kearney Avenue as a detour route. This route would be in use for approximately 6-12 months. Predicted traffic noise levels are 59-60 dBA at 50 feet from the road centerline along the detour route. These levels are below the design noise levels and are only 3-4 dBA above the existing measured noise levels. This increase in noise would likely be perceivable by the residents along the detour route, but, since it is not a significant increase over the existing noise levels and does not exceed the design noise levels, it is not considered an impact.

PUBLIC AND AGENCY COMMENTS AND COORDINATION

Citizen and City Input

The City of Bend established the Street Projects Priorities Committee to study the traffic situation and make recommendations. The committee has members from the City Commission, city and county staff, and the public. Back as far as August 1976, the concept of Division Street being a major arterial was discussed by the Committee. A bridge across Franklin Avenue, improvements from Greenwood Avenue to Brooks-Scanlon Road, and improvements from Thurston to Greenwood Avenues were discussed by the committee. A public hearing was held March 1, 1978 on a plan for Division Street from Deschutes Place northward.

In 1980, the State Highway Division discussed with the Committee the proposal to lower Greenwood Avenue to obtain legal clearance under the railroad and carry Division Street on structure across Greenwood Avenue. On December 2, 1980, the committee unanimously passed a resolution recommending support of the City Commission for this and three other priority projects. On December 3, the City Commission discussed the Greenwood Undercrossing project and approved the recommendation of the Street Projects Priorities Committee; thus the state could submit the Authority for Survey.

In August 1981, the consultants Wilbur Smith & Associates and Clark & Joyce Inc. completed the North Corridor Traffic Study for Bend. The Street Projects Priorities Committee reviewed the study at their September 29, 1981 meeting. A resolution to adopt the study as a working document (with recommendations on specific alternatives to be made later) and to reaffirm the Division Street structure (over Greenwood Avenue) project and the First Street-Highway 97 interchange improvement project was passed unanimously. On October 7, 1981, the City Commission adopted the recommendation of the Street Projects Priorities Committee, including the Greenwood Avenue Undercrossing at Division Street project.

Agency Coordination

During work on the Environmental Assessment, some agencies were contacted for information. There was coordination with the State Historic Preservation Office in February 1982 on the historic properties survey for this part of Bend. They also reviewed the Cultural Resources Report. They concurred that the Oregon Trunk Railroad Station Complex was eligible for the National Register of Historic Places and that the project would have no effect on the historic qualities of the station complex. The DEQ was contacted regarding pollutant levels in the City of Bend. Since DEQ had no historical monitoring data, a monitoring study was conducted by the Oregon State Highway Division for corbon monoxide.

Public Hearing

A public hearing was held at 7:30 p.m. on July 22, 1982, in the Big Deschutes Room of the Riverhouse Motor Inn in Bend. Approximately 28 people attended. Six people presented oral testimony and two people submitted comments on cards. Slightly more people favored the project than opposed it. More information on the hearing and responses to comments made at the hearing is given in the Hearing Study Report.*

Comments From Letters and Responses

The following comments were made in letters from citizens and agency staff members. Exerpts from these letters along with responses to the comments follow. Complete copies of the letters received appear in Appendix G.

*Department of Environmental Quality

Comment 1. "On March 15, 1982, the Department received copies of data summary results from ODOT's January, 1982, CO bag sampling in Bend. Maximum levels were reported at 25.0 ppm and 8.1 ppm, one-hour and eight-hour measurements, respectively. Based on that information and the levels of projected traffic volumes, the magnitudes of 8-hour CO concentrations in Table 6 appear to be inordinately large. We suggest that ODOT examine the numbers in Table 6 to see if some error has been made."

> Response 1. The air quality report has been thoroughly reviewed and the staff stands by its accuracy. There are no known errors in the report and the measured levels of carbon monoxide are correctly reported.

Comment 2. "This project would cause adverse noise impacts and no mitigation is proposed. DEQ would recommend further investigation of all available noise mitigation including sound proofing of impacted residences and businesses."

> Response 2. All reasonable avenues of mitigation were investigated and none were found to be reasonable within the project termini. The Highway Division has no authority to demand implementation of noise mitigation features along projects that are not funded with Federal Highway Administration funds. The city has received a copy of the Noise Study Report and is aware of the noise impacts. The city plans to advise owners and developers along these other portions of Division Street of the noise impacts. As for sound-proofing of the residential units in the project area (no businesses were impacted), gas tax revenues can not be used for sound-proofing of private residences.

---

*This report is available by writing Commission Services, Oregon Department of Transportation, 121 Transportation Building, Salem, Oregon 97310.

*Miller Lumber

Comment 3. The following could minimize the damage to our operation: "The construction of a retaining wall plus fill material and pavement for utilization from Division Street of the obliterated area north of our store"...and "the allowance of extra curb cuts at the south end of our yard property between Hawthorne and Greeley Streets for easy access to our yard, store, and parking"...

> Response 3. Use of a retaining wall and raising the elevation of the parking lot north of the store to allow access from Division Street is a possibility. Another possibility is to move the store to the south end of the building. These possibilities will be discussed during right-of-way negotiations.

Comment 4. ..."The maintenance of satisfactory elevations and the construction of adequate drainage to allow continued useage of our existing yard exit to Division Street approximately 60 feet north of Irving Street"...

> Response 4. The elevation of Division Street by the exit will be raised about 2 feet. It may be preferable to make this the entrance, rather than the exit from the yard.

Comment 5. ..."The assurance that Division Street south of the alley in Block 25 will be kept open and clear during construction along with Irving Street and other streets to the south"...

> Response 5. Through-traffic on Division Street will be detoured onto Irving Street. Local accesses north of Irving on Division Street during construction will be maintained whenever feasible.

Comment 6. We ask that "left turns be allowed off Greenwood to Hill Street during this construction period "and" the continuation of left turns from Greenwood to Hill Street and Hill to Irving Street after construction is completed"...

> Response 6. During construction, Greenwood Avenue will be limited to 2 travel lanes (one each direction). Left turn movements from Greenwood to Hill Street may be restricted so that east-west traffic will not be slowed. After construction, those traveling westbound on Greenwood Avenue wishing to go south on Division Street would not be permitted to turn left onto Hill, but would turn right onto Hill Street, right onto Kearney Avenue, and right onto Division Street, so as not to hold up traffic on Greenwood Avenue.

Comment 7. We would like "the continuance of reasonable posted speeds of 30-35 mph. on Division Street"...

> Response 7. The speed limit to be posted will be determined by the city of Bend and the State of Oregon.

Comment 8. We would like "assurance that Division Street will remain three lanes for an indefinite period of time"...

> Response 8. With the Build Alternative, Division Street would be 48 feet wide from curb to curb. It would be striped to provide two travel lanes, a median, and shoulders. If traffic volumes in the future warrant it, Division Street could be restriped to provide four travel lanes.

Comment 9. We disagree with the statement in the Environmental Assessment that says that in the project area, 'vegetation of any kind is essentially nonexistent, except in some yards of houses along Irving Street.' "We have an underground sprinkling system serving various trees and shrubs for 140' along the west side of our store building directly effected by the project. This same landscaping continues 600' further to the south to the end of our property. Also, there is another underground system with landscaping for 45' along the east side of our business office in the middle of the project area."

> Response 9. This has been added to the Environmental Assessment.

*Cascade Natural Gas

Comment 10. "The gas mains on Division Street are our large distribution lines to the north and northwest portion of the City, so it will be necessary to coordinate any construction time-down very closely, preferrably from April through September, at our minimum usage periods. Because of the depth of the underpass, we also request that the Division Street overpass be designed so we can place our 6" main on or in the structure from Miller Lumber Company to the northeast side of Greenwood where we would install a valve vault in the fill area and use a riser from the 4" main to make our reconnection with the new 6" main."

> Response 10. Timing of the relocation of utility lines and placement of these lines will be closely coordinated. It is possible to place the 6" gas main on the structure.

*Ed Neff, K. P. Chisholm, and C. L. Terry

Comment 11. These funds could be better spent to widen and improve Third Street (Highway 97) at the Burlington Northern Railroad overpass near Burnside Avenue. A four-lane overpass would eliminate the combination swimming pool/skating rink that occurs there everytime it rains or snows.

> Response 11. Funding for all highway construction projects in the state is limited so priorities were established. The Six-Year Highway Improvement Program was developed with input from local people to schedule projects based on the need for and cost of the project. The Greenwood Avenue Undercrossing project was included in the Six-Year Program (fiscal year 1983) as a result of its high priority in the Bend Area Transportation Study. Improvements to Third Street in the vicinity of Burnside Avenue have been under discussion since the

mid-1970's, but it is not a project on the Six-Year Program. A four-lane overpass of the BNRR would, at today's prices, cost about $4.8 million. This would be more than double the cost of the Greenwood Undercrossing project.

*Anna Bartlett

Comment 12. "As a result of the projected change in the environment at this location, I believe my home (at 6 N.W. Irving Avenue) will no longer be livable for me or my tenants" because of "an overwhelming increase in the noise and pollution levels."

Response 12. Air pollution levels in this area were predicted to decrease between 1981 and 1993. Calculations of the noise levels in 1993 during the worst case condition showed the noise level at this house would be above design noise standards (above 67 dBA) with the Build Alternative. It was determined that a sound barrier would not be feasible in this area due to the need to keep Irving Avenue open for access.

Comment 13. "I will also lose access to my garage and have only limited access to my property from the alley. Also of great concern to me, with the closing of the east entrance of the alley, is possible flooding of my property from the considerable run-off down the alley from rain and melting snow."

Response 13. The access to the garage from Division Street will be cut off, but access from the alley to the west will still be possible. Drainage facilities will be designed and constructed to include the runoff from the alley.

Comment 14. "It would appear that because of an inevitable increase in traffic on Irving Avenue, parking in front of my house would soon be prohibited."

Response 14. Traffic projections for the year 1993 with the project estimate that about 163 vehicles would use Irving Avenue during the peak hour. This can be handled by the two travel lanes.

*C. L. Terry

Comment 15. "There is nothing wrong with the intersection as it is".

Response 15. Although the intersection presently operates at a Level of Service "C", which is acceptable, by the year 1993, traffic volumes are projected to increase so much that the level of service would drop to "F", a condition where the road is jammed.

*Felix Marcoulier

Comment 16. I would like to suggest "an access entry only into the present entry between Mike's Carparts and Mid-state Meats. From the engineers scaling (approximately 10 inches lowering) at this point could be compensated for."

> Response 16. Greenwood Avenue will be lowered 1 to 2 feet in the vicinity of this access. Continuing this access would detract from the capacity of the street. Actual disposition of this access will be included in the right-of-way negotiations.

Comment 17. The fill for Division Street will make the alley running east-west a dead end, which "could be a disaster for fire equipment. Buying a place on the east end of the alley facing Irving Avenue to use as an exit could solve this. This same alley becomes a river during rain and a torrent after snow. It must have a good drain easily serviced quite often. Developing parking off this same alley could salvage a lot of the usage of property in this area."

> Response 17. The access to this alley from Division Street will be cut off. The project, as presently designed, does not require the acquisition of any private property. Another exit for the alley, including perhaps the use of fill or acquisition of right-of-way, will be designed if required. Drainage facilities for the project will be designed and constructd to include the runoff from the alley. Converting land along the alley to parking lots could be done by the land-owners.

*Ralph P. Thomas

Comment 18. "I am not sure what constitutes a 'need' in your opinion, nor do I know exactly how you figured your traffic percentage increases on page 2, but speaking as a person who travels through that intersection several times a day (including peak traffic times). I can confidently tell you that even if traffic is more than DOUBLED, there would still not be a need for this project. There just is not that much of a problem."

> Response 18. Traffic volumes will increase as the population of Bend grows. Also, as Division Street is extended and upgraded to be a major north-south arterial, traffic volumes on Division Street will increase. Traffic volumes are not expected to double by 1993; Table 2 shows the increase projected is from 29% to 76% on Greenwood and Division. During the peak hour, the Level of Service at the intersection would be "F", a jammed condition with traffic backed up.

Comment 19. "You also say that we 'need' this project so that we can alleviate trucks hitting the Greenwood underpass. You have signs and lights all over the place now--what more does the alert truck driver need?"

Response 19. One of the purposes of the project is to increase the vertical clearance under the railroad so that trucks would not need to detour over local streets to go east-west through this area.

Comment 20. "If you really want to do something useful with that 1.2 million dollars, as well as countless hundreds of thousands in upcoming compensations, you will give it back to the people it was confiscated from in the first place: the TAXPAYERS!!"

Response 20. Funds for this project are revenues derived from federal and state user fees on fuel, weight/mile assessments on trucks, and vehicles licenses. Under present laws, these funds can only be used for the construction, operation, and maintenance of transportation facilities.

*Ralph K. and Dorothy J. Thomas

Comment 21. During the 10 years that I lived at 15 N.W. Greenwood, "the Greenwood underpass was always flooded during any heavy rain. The Franklin Avenue underpass and the Third Street underpass were also flooded. They have worked on the drains in the Greenwood underpass many times but never were very successful in improving the drainage problem. We fail to see how the drainage problem will be improved if Greenwood underpass is deepened."

Response 21. The purpose of lowering Greenwood Avenue is to provide adequate vertical clearance under the railroad structure. New drain inlets will be installed. These must be maintained to prevent them from getting clogged and causing flooding.

Comment 22. "The winter months can also be a problem when there is snow since the streets are not always maintained as well as they should be. If the Greenwood underpass is deepened it seems to us it would be more hazardous than it is now. We have seen and heard what happens in the other two underpasses. The sanders are very lax with sanding these areas."

Response 22. The sub-standard vertical clearance at the railroad bridge prevents sanding trucks from operating in an efficient manner along Greenwood Avenue. With the project, sanding trucks will be able to go under the railroad and do an efficient job of sanding to avoid the present problems.

*Robert S. Lovlien

Comment 23. "We were shown two different proposals for the construction of the Greenwood underpass. One of them showed a much deeper cut on Greenwood than the other alternative. We feel that not only our building, but the remaining portions of Greenwood between Division Street and Hill Street will be damaged to a significantly lesser amount if the option is adopted calling for a minimum cut and minimum depth for the Greenwood underpass."

Response 23. The project will be built with the lesser amount of cut along Greenwood Avenue.

Comment 24. "The main entrance into downtown Bend should be Hawthorne Avenue rather than Kearney Street. There are a number of reasons. First, Kearney has a peculiar curve in it making access to our parking lot somewhat difficult even now. Also, the removal of parking on Kearney Street is going to make parking situations even more of a problem in this area. Finally, I think it is important for the downtown core to have a logical easy access and it is our opinion that Hawthorne Avenue will provide this access.

> Response 24. Hawthorne Avenue may be used by people to go downtown, especially if they are coming from the south on Division Street. If they are coming from the north, they would likely use Olney Avenue and Wall Street to go downtown. Signing to direct people to the downtown is the responsibility of the city.

APPENDIX A

LEVELS OF SERVICE AT INTERSECTIONS

A -- FREE FLOW - No loaded cycles, no waiting longer than one red indication, turning movements made quite easily, major concern is chance of arriving on red indication.

B -- STABLE FLOW - Occasional approach phase fully utilized, some restriction within platoons of vehicles.

C -- STABLE FLOW - Stable operation continues, loading intermittent but more frequent, occasional wait through more than one red indication, backups may develop behind turning vehicles.

D -- APPROACHING UNSTABLE FLOW - Increasing restriction approaching instability, delays may be substantial during short peaks within the peak period, but enough cycles with lower demand to permit periodic clearance of developing queues*.

E -- UNSTABLE FLOW, CAPACITY - Represents most vehicles that any particular intersection approach can accommodate, may be long queues and delays up to several signal cycles, a load factor range of .85 to 1.0 is more realistic.

F -- FORCED FLOW - Represents jammed conditions, backups from locations downstream or on cross street, volumes carried are not predictable, no load factor can be established because full utilization of approach is prevented by outside conditions.

LEVELS OF SERVICE ON ARTERIAL STREETS

A -- FREE FLOW - Relatively free flow; some stops will occur. Average travel speed** above 30 mph.

B -- STABLE FLOW - Slight delays. Average travel speed 25-30 mph.

C -- STABLE FLOW - Acceptable delays. Average travel speed 20-25 mph.

D -- APPROACHING UNSTABLE FLOW - Delays tolerable. Average travel speed 15-20 mph.

E -- UNSTABLE FLOW - Congestion, short periods of stoppages. Average travel speed approximately 15 mph.

F -- FORCED FLOW - Jammed; stop-and-go conditions. Average travel speed less than 15 mph.

---

*Queue = a buildup or waiting line of traffic at a signal or other restrictive channel.

**Average Travel Speed = the summation of distances traveled over a street section during a specified period of time divided by the summation of overall travel times.

APPENDIX B

ACCIDENTS

Year	Total	COLLISION TYPE															
		Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed Object	Pedestrian	Backing	Fatal	Non-Fatal Injuries	Property Damage Only	Persons Killed	Persons Injured
INTERSECTION																	
Greenwood Avenue at Division Street																	
1978	4	0	0	1	0	0	1	0	0	1	1	0	0	2	2	0	3
1979	7	5	0	2	0	0	0	0	0	0	0	0	0	4	3	0	7
1980	2	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0
Jan.-Sept. 1981	2	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
Total for 45 Months	15	7	0	3	0	0	2	0	0	2	1	0	0	6	9	0	10
NON-INTERSECTION																	
On Greenwood Avenue between Hill & First Streets																	
1978	5	0	0	0	0	0	0	0	0	5	0	0	0	4	1	0	5
1979	11	0	0	3	0	2	0	0	0	6	0	0	0	4	7	0	5
1980	5	0	0	1	0	1	0	0	0	2	0	1	0	4	1	0	6
Jan.-Sept. 1981	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Total for 45 Months	22	0	0	4	0	4	0	0	0	13	0	1	0	12	10	0	16
GRAND TOTAL	37	7	0	7	0	4	2	0	0	15	1	1	0	18	19	0	26

APPENDIX C

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

April 29, 1982

In Reply Refer to
File No.

PIETER DYKMAN
ENVIRONMENTAL SECTION
412 TRANSPORTATION BLDG
SALEM OR 97310
ATTN: MAXINE BANKS

Dear Mr. Dykman:

RE: Greenwood Avenue Undercrossing at Division Street
Cultural Resource Report
Deschutes County

Our staff has reviewed the Greenwood Avenue undercrossing at Division Street, Central Oregon Spur Highway cultural resource report for the project in Bend, Deschutes County, Oregon.

Our office agrees with the positive finding of eligibility for the Oregon Trunk Railway Station Building, the Oregon Trunk Railway Freight Warehouse, and the Oregon Trunk Railway Depot.

After a careful study of the project report, our staff concurs with the finding of no effect for properties on or eligible for inclusion on the National Register of Historic Places. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

If you have any questions, please call Leland Gilsen at 378-5023 or Elisabeth Potter at 378-5001.

Sincerely,

D. W. Powers, III
Deputy SHPO

DWP:LG:kc

APPENDIX D

AIR QUALITY STANDARDS

Pollutant	Averaging Time	Federal Standards		Oregon Standards
		Primary (Health)	Secondary (Welfare)	
Total Suspended Particulate	Annual Geometric Mean	75 ug/m^3*	60 ug/m^3	60 ug/m^3
	24 hours(1)	260 ug/m^3	150 ug/m^3	150 ug/m^3
	Monthly (2)	-	-	100 ug/m^3
Ozone(4)	1 hour	235 ug/m^3(3)	235 ug/m^3(3)	160 ug/m^3(3)
Carbon Monoxide	8 hours(1)	10 mg/m^3**	10 mg/m^3	10 mg/m^3
	1 hour(1)	40 mg/m^3	40 mg/m^3	40 mg/m^3
Sulfur Dioxide	Annual Arithmetic Average	80 ug/m^3	-	60 ug/m^3
	24 hours(1)	365 ug/m^3	-	260 ug/m^3
	3 hours	-	1300 ug/m^3	1300 ug/m^3
Nitrogen Dioxide	Annual Arithmetic Average	100 ug/m^3	100 ug/m^3	100 ug/m^3
Hydrocarbons (Nonmethane)	3 hours(1) (6-9 a.m.)	160 ug/m^3	160 ug/m^3	160 ug/m^3
Lead	Monthly	-	-	3 ug/m^3
	Calendar Quarter	1.5 ug/m^3	1.5 ug/m^3	-

NOTES:

* Micrograms of pollutant per cubic meter of air.

** Milligrams of pollutant per cubic meter of air.

(1) Not to be exceeded on more than one day per year.

(2) 24-hour average not to be exceeded more than 15 percent of the time.

(3) A statistical standard, but basically not to be exceeded more than an average one day per year based on the most recent three years of data.

(4) The federal standards were revised in February, 1979, and the state standard changed from photochemical oxidant to ozone in June, 1979.

APPENDIX E

NOISE ABATEMENT CRITERIA

Hourly A-Weighted Sound Level - decibels (dBA)

Activity Category	Design Noise Levels (Leq)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Table 1.

APPENDIX F

LIST OF TECHNICAL REPORTS ON THIS PROJECT

Cultural Resources Report

Air Quality Analysis

Noise Study Report

Copies are available upon request from:

The Environmental Section
412 Transportation Building
Salem, Oregon 97310
(503) 378-8511

APPENDIX G

LETTERS REC VED COMMENTING ON THE ENVIRONME AL ASSESSMENT

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

JUL 01 1982

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JUN 17 1982
Dept. of Environmental Quality

PNRS STATE REVIEW

Project #: OR 820610-028-2 Return Date: JUL [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

(✓) It has adverse effects. (Explain in Remarks Section) See Noise Section Comments

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. AQ Comments (Attach if necessary)

REMARKS (Please type or print legibly)

Please see attached remarks.

Agency DEQ By Howard W. Harris

Phone Number 229-1081

STATE OF OREGON

INTEROFFICE MEMO

TO: IRD

DATE: June 29, 1982

FROM: Howard Harris, DEQ/Air Quality Division HH

SUBJECT: Greenwood Avenue Uncercrossing at Division Street, Deschutes County Environmental Assessment, PNRS #OR820610-028-2

On March 15, 1982 the Department received copies of data summary results from ODOT's January, 1982 CO bag sampling in Bend. Maximum levels were reported at 25.0 ppm and 8.1 ppm, one-hour and eight-hour measurements, respectively. Based on that information and the levels of projected traffic volumes, the magnitudes of 8-hour CO concentrations in Table 6 appear to be inordinately large. We suggest that ODOT examine the numbers in Table 6 to see if some error has been made. 1

(X) Adverse Effects

This project would cause adverse noise impacts and no mitigation is proposed. DEQ would recommend further investigation of all available noise mitigation including sound proofing of impacted residences and businesses. 2

J. Hector
6/17/82
OR 820610-028-2
Greenwood Ave - Bend

"SINCE 1911"
Miller Lumber

5 N.W. GREENWOOD AVENUE
BEND, OREGON 97701
TELEPHONE (503) [illegible]

PRESENTED AT PUBLIC HEARING

July 22, 1982

TO: Oregon Department of Transportation, Commission Services
121 Transportation Building
Salem, Oregon 97310

FROM: William E. Miller, Pres.
The Miller Lumber Company
5 N. W. Greenwood Avenue
Bend, Oregon 97701

REFERENCE: Greenwood Avenue Undercrossing at Division Street
Central Oregon Spur Highway (Bend) Section

SUBJECT: For several years now, we have openly expressed our concern of the impact the proposed project would have on our business. The Miller Lumber Company is a retail building material supplier. It is one of the older business in Central Oregon and probably the oldest under one family ownership. We take great pride in continuing this operation and plan on doing so as long as possible.

Our concerns are obvious, namely: the loss of the main access to our store; the elimination of 16 - 17 customer parking spaces; the loss of direct access to and exposure from Greenwood Avenue; the possibility of increased difficulty for ingress and egress of our building material sales yard; the possibility in the future of a retail-restrictive 4-lane Division Street; and the likely difficulty of continuing operations during construction.

It appears there may be some possibilities during planning, design, and construction that could help in minimizing the damage to our operation; such as the possible consideration of the following:

1. The construction of a retaining wall plus fill material and pavement for utilization from Division Street of the obliterated area north of our store. 3
2. The maintenance of satisfactory elevations and the construction of adequate drainage to allow continued useage of our existing-yard exit to Division Street approximately 60 ft. north of Irving Street. 4
3. The assurance that Division Street south of the alley in Block 25 will be kept open and clear during construction along with Irving Street and the other streets to the south. 5 Also, that left turn will be allowed off Greenwood to Hill Street during this construction period. 6

Page 2

4. The allowance of extra curb cuts at the south end of our yard property between Hawthorne and Greeley Streets for easy access to our yard, store, and parking. 3
5. The continuance of left turns from Greenwood to Hill Street and Hill to Irving Street after construction is completed; 6 also, the continuance of reasonable posted speeds of 30 - 35 MPH. on Division Street. 7
6. The assurance that Division Street will remain three lanes for an indefinite period time.

We disagree with the statement in third paragraph on page 7 of the Environmental Assessment publication as follows:

> "The project area ----, vegetation of any kind is essentially nonexistant, except in some yards of houses along Irving Street." 9

We have an underground sprinkling system serving various trees and shrubs for 140' along the west side of our store building directly effected by the project. This same landscaping continues 600' further to the south to the end of our property. Also, there is another underground system with landscaping for 45' along the east side of our business office in the middle of the project area.

Additional Comments:

I personally have mixed emotions regarding the project. The impact on our business will be great and negative, but the proposed project is an immediate necessity. We are at a point of no return in regard to the complete Division Street project with considerable investment in both ends and a bottleneck in the middle. I agree with Mr. Thomas' testimony that years ago we should have done a better job of long-range planning of our main traffic routes; but we didn't, and those of us who were here then are to blame. It now appears that the completion of Division Street is the best and quickest "solution" to our immediate problems.

cc-- Dale D. Allen, Region Engineer

CASCADE
Natural Gas
CORPORATION

334 N. E. HAWTHORNE AVENUE
BEND, OREGON 97701

P.O. BO
BEND, OREGON

July 23, 1982

Oregon Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Subj: Greenwood Avenue Underpass
at Division Street, Bend

Gentlemen:

We were unable to attend your public hearing on the above street improvements so we wish to officially testify in writing.

Cascade Natural Gas Corporation has a 6" gas main on the east side of Division Street running north from the alley between Irving and Greenwood to the northeast corner of the Greenwood-Division intersection. We have a 4" gas main on the north side of Greenwood under the sidewalk below the railroad overpass. At the northeast corner of Greenwood-Division intersection we have a 4" control valve and a tie-in with the 6" gas main. From this tie-in we have a 4" gas main running north on the east side of Division. We also have a service line into Miller Lumber and one to #2 Greenwood (Peetsa Peddler). The mains are our large distribution lines to the north and northwest portions of the City, so it will be necessary to coordinate any construction time-down very closely, preferrably from April through September, at our minimum usage periods.

Because of the depth of the underpass, we also request that the Division Street overpass be designed so we can place our 6" main on or in the structure from Miller Lumber Company to the northeast side of Greenwood where we would install a valve vault in the fill area and use a riser from the 4" main to make our reconnection with the new 6" main. 10

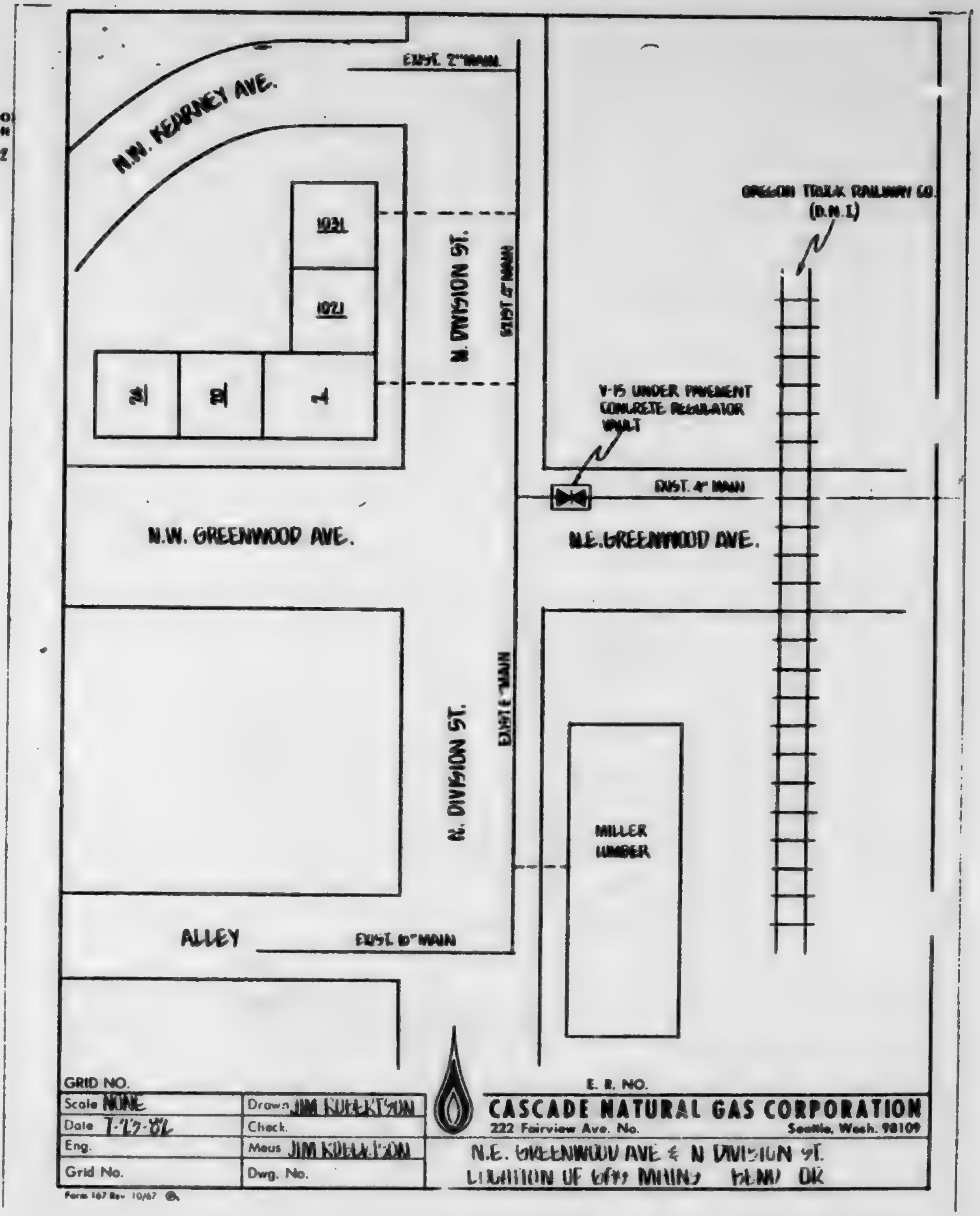
We will appreciate being advised of further developments and will cooperate in any manner that we can.

Thank you.

Rodney Hufstader

Rodney Hufstader
District Manager

cc: Dale Allen, Region Engineer - P. O. Box 5309 - Bend, Or 97708


EXIST. 2" MAIN
N.W. KEARNEY AVE.
1031
1021
31
13
1
N. DIVISION ST.
EXIST. 4" MAIN
OREGON TRUNK RAILWAY CO.
(B.N.I.)
V-15 UNDER PAVEMENT
CONCRETE REGULATOR
VAULT
EXIST. 4" MAIN
N.W. GREENWOOD AVE.
N.E. GREENWOOD AVE.
N. DIVISION ST.
EXIST. 6" MAIN
MILLER
LUMBER
ALLEY
EXIST. 6" MAIN
GRID NO.
E. R. NO.
Scale NONE
Drawn JIM ROBERTSON
Date 7-22-82
Check.
Eng.
Meas JIM ROBERTSON
Grid No.
Dwg. No.
CASCADE NATURAL GAS CORPORATION
222 Fairview Ave. No.
Seattle, Wash. 98109
N.E. GREENWOOD AVE & N DIVISION ST.
LOCATION OF GAS MAINS BEND OR
Form 167 Rev 10/67

7-26-82

Commissioners,

It is my opinion this Greenwood Project Should Not Be attempted.

People wishing to use Division now have Good access To it at the Greenwood Crossing.

I do not like to see Prosperous, Established, Businesses affected in this manner either.

I believe as it is now, Division St. has accomplished much, and is sufficent.

If we have extra funds, why not tackle the one that's a thorn in everyone's side, & always will be until dealt with. 3RD Street Underpass 11

Thank You,

Ed Nuff

E Nuff
2240 [illegible] Rd.
Bend, OR
97701

P O Box 3024
Sunriver, Oregon 97702
23 July 1982

Oregon Department of Transportation
Salem, Oregon

Gentlemen:

As a most frequent commuter-shopper into and out of Bend, it is my most respectfully, serious opinion that the funds could much better be spent on a project to widen 3rd Street (Highway 97) through and under the Burlington Northern over-pass at Burnside Avenue, a few hundred yards south of Franklin Avenue. 11

Thank you,

K. P. CHISHOLM

6 N.W. Irving Avenue
Bend, Oregon 97701
July 27, 1982

Oregon Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Gentlemen:

Please consider the following as a statement in protest to the proposed plans for the Greenwood Avenue Undercrossing at Division Street, Central Oregon Spur Highway (Bend) Section in Deschutes County.

If the proposed project is approved, I anticipate that my home at 6 N.W. Irving Avenue since 1946 will no longer be a desirable place to live. In addition to being the family home, the same building includes three (3) rental apartments. The income from the apartments has been a real part of my total income for ten years.

As a result of the projected change in the environment at this location, I believe my home will no longer be livable for me or my tenants. 12
Besides an overwhelming increase in the noise and pollution levels, I will also lose access to my garage and have only limited access to my property from the alley. Also of great concern to me, with the closing of the east entrance of the alley, is possible flooding of my property from the considerable run-off down the alley from rain and melting snow. 13
In addition it would appear that because of an inevitable increase in traffic on Irving Avenue, parking in front of my home would soon be prohibited. 14

In consideration of the aforementioned reasons, and in view of the impact on other property owners in the area, I must take a position of being in opposition to the project.

Yours truly,

Anna Bartlett
Anna Bartlett

Bend Ore.
July 28-82

Ore. Dept. of Trans.
Dear Sirs:
I am writing concerning the
Greenwood and Division St. plan
here in Bend. I say forget it.
There is nothing wrong with the 15
Intersection as it is. If you
people have any money to spend
in this area, I wish that you 11
would strongly consider a 4
lane overpass at the railroad
crossing on South Third St.
This would eliminate the
bottleneck and the combination
swimming pool and skating
rink that occures every time
we have any rainfall or snow
Please think about it.

E. L. Terry
60935 Aspen Dr.
Bend Ore
97702

RECEIVED
JUL 29 1982
DEPARTMENT OF TRANSPORTATION

JUL 29 1982

7-28-82
F. Marcaulier
63120-4797 N.
Bend, Ore. 97701
Ph. 382-2835

Dept of Transportation
Salem, Ore.

Sirs.

As a seriously effected property owner of over 40 years within the Greenwood Ave. Undercrossing area. I would like to request and suggest these changes or additions in planning to salvage as much usage and value as possible.

① an access entry only into present entry between
Mikes Carparts (23 Greenwood) and Midstate Meats (5 Hy). 16
From the engineered scaling (approx 1 inches lowering) at this point could be compensated for.

② Fire danger from a dead end alley behind could be a disaster for fire equipment.
Buying a place on the east end of the alley facing Irving Ave to use as an exit could solve this.

③ This same alley becomes a river during rain - 17
and a Torrent after snow. It must have a good drain easily serviced quite often.

④ Developing parking off this same alley could salvage a lot of the usage of property in this area.

For your consideration. Thank you,
Felix F. Marcaulier

2334 N. W. Tower Rock Drive
Bend, Oregon 97701
July 29, 1982

Mr. Dale Allen
Region Engineer
Oregon State Highway Department
P. O. Box 5309
Bend, Oregon 97708

Dear Mr. Allen:

The Highway Department is soliciting comment on the Greenwood and Division Street overpass. Improvement to that intersection is needed. No other intersection in Bend, except perhaps Greenwood and Third, needs more attention.

The need for an alternative to Third Street has been exhibited in every plan done for Bend since the 1960's. The BDA plan done in the early 1970's identified a Division Street-type route as important to the vitality of downtown Bend. Prior to the current economic slump, Bend's traffic was the most important item in the average citizen's mind. KGRL, a local radio station had a "man in the sky" to direct local traffic. No other community of 17,000 people needed a "man in the sky."

The City, County, and private sectors of Bend have now piecemealed together an alternative north-south routing to relieve Third Street and accomplish much of what all plans for Bend have identified as the biggest traffic "need." But the Division Street routing is not complete; more is needed; the Greenwood overpass is part of the solution. I urge you to complete it.

Very truly yours,

Bill Smith

William L. Smith

1635 NW 3rd
Bend, Oregon
97701 July 30, 82

To Whom it may Concern;

This letter is to inform you of my objections to the proposed Division St overpass in our city.

I'll start with "need." I assume that if there is not a "need," this project would not be built. I am not sure what constitutes a "need" in your opinion, nor do I know exactly how you figured your traffic percentage increases on page 2, but speaking as a person who travels through that intersection several times a day (including peak traffic times), I can confidently tell you that even if Traffic more than DOUBLED, there would still not be a need for this project. There just isn't that much of a problem. 18

19 You also say that we "need" this project so that we can alleviate the Trucks hitting The Greenwood underpass. You have signs and lights all over the place now - what more does the alert Truck driver need? You can only protect one from his own shortcomings so far, before your "public good" theory turns into a real sham. Possibly a real bright, blinking "eye catcher" type light (such as the one on 82nd in Portland) might work in This situation hooked up to an electric eye to detect height.

Now, on to the businesses. It seems to me that you're going to put quite a few businesses in dire straits just to let drivers on Greenwood and Division get to their destinations about 2 minutes faster. Certainly by putting no fewer than 6 businesses in the position of relocating (which is risky, even with an established clientele) or going out of business, as well as The tremendous ↗ devaluation of the real estate itself, cannot possibly be in the "Public Good," or fill any "needs" of any kind that I can see.

I have one more objection, and then I'll close: Being 20 of the LIBERTARIAN political persuasion, I feel That if you really want to do something useful with that 1.2 million dollars, as well as countless hundreds of thousands in upcoming compensations, you'll give it back to the people it was confiscated from in the first place: the TAXPAYERS !!

Thank you for your time, and should you want to contact me for anything further, call anytime 382-6858.

Towards Liberty,

Ralph

RALPH P. THOMAS
1635 N.W. 3rd
BEND, OR. 97701

Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Greenwood Avenue Undercrossing at Division Street

Gentlemen:

My husband lived at 15 N.W. Greenwood for 26 years. I lived there with him for ten years. During those ten years the Greenwood underpass was always flooded during any heavy rain. The Franklin Avenue underpass and the Third Street underpass were also flooded. They have worked on the drains in the Greenwood underpass many times but never were very successful in improving the drainage problem. We fail to see how the drainage problem will be improved if Greenwood underpass is deepened. 21

With the installation of the traffic signal at Greenwood and Division there seems to be fewer accidents and fewer vehicles damaged in the underpass itself. The traffice is slowed to a sensible pace by the traffic signal. Although we have moved to our new home, we still have an interest in property on Greenwood. We use that intersection a lot. There is no visible traffic problem with the traffic either on Greenwood or Division. In fact, it is better than when we lived there.

Our son uses this intersection several times daily going to and from work at peak traffic hours. He has never encountered any problems such as sitting through more than one light change.

The winter months can also be a problem when there is snow since the streets are not always maintained as well as they should be. If the Greenwood underpass is deepened it seems to us it would be more hassardous than it is now. We have seen and heard what happens in the other two underpasses. The sanders are very lax with sanding these areas. 22

Another thing we object to is the attitude that your people can come in and say this is the way it is. We state our position and objections and then you go right ahead and do what you set out to do anyway. In the meantime the little businessman is forced out and the large businessmen are only inconvenienced.

A neighbor who was widowed four years ago has small apartments connected to her home that she rents out. If the Division Street overpass is built she well lose her income from these apartments due to more traffic and noise. Why? Because there are a chosen few who want all roads to lead to Mt. Bachelor.

Another individual put his life's savings into his business and a building he could call his own someday. He has built a good business for himself only to out now that he stands to lose it all because this Greenwood Avenue will be lowered.

None of your people seem to give a darn about what happens to these people. They like it where they are or they wouldn't be there. You say they can relocate. Sure they can but for some it means starting all over again. It is very unfair that people who are nearing retirement age within the next five to ten years have to receive treatment of this kind.

One comment we keep hearing is that the area will become a slum. That we can do without.

With the economy depressed as it is now we personally feel this is not the time to start a project of this kind. We think you should take a good look at the condition of our existing highways and put them back in first class shape once again. After all it is our (the tax payers) money you are being so generous with.

If further comments are warranted, we may be reached by phone or mail.

Ralph K. Homer
Dorothy J. Homer
61799 Ward Road
Bend, Oregon 97702

Phone 382 5161

Brooks Resources Corporation
416 N.E. Greenwood
Post Office Box 6119
Bend, Oregon 97708
Phone: (503) 382-1662

August 2, 1982

Dale Allen
Regional Highway Engineer
63055 N. Highway 97
Bend, Oregon 97701

Dear Dale:

We have carefully reviewed your proposed plans for the Division Street/Greenwood overpass and we commend you for a well planned project. When completed, the project will significantly improve traffic flow in that area. We are in full support of the project.

Best wishes.

Sincerely,

Mike Hollern
Michael P. Hollern
Chairman

MPH/als

GREETINGS:

I AM WRITING IN SUPPORT OF THE PLANNED OVERPASS ACROSS GREENWOOD AVENUE AT DIVISION STREET IN BEND. COMPLETION OF THIS PHASE IN THE FURTHER DEVELOPMENT OF THE DIVISION STREET BYPASS IS ESSENTIAL FOR THE SUCCESS OF THE PROJECT. I HAVE FOUND THE IMPROVED DIVISION STREET TO BE A REAL IMPROVEMENT TO BEND'S TRANSPORTATION PATTERN. PLEASE KEEP UP THE GOOD WORK. SINCERELY Peter Geiser

PETER GEISER
97 NW Shasta Place
Bend, OR 97701

GRAY, FANCHER, HOLMES & HURLEY
ATTORNEYS AT LAW
[illegible] N.W. GREENWOOD
BEND, OREGON 97709-1151

MAILING ADDRESS
P.O. BOX [illegible]
AREA CODE [illegible]
TELEPHONE [illegible]

August 10, 1982

DALE ALLEN
STATE HIGHWAY DIVISION
REGION ENGINEER
P O BOX 5309
BEND OR 97708

ENVIRONMENTAL SECTION
OREGON STATE HIGHWAY DIVISION
412 TRANSPORTATION BUILDING
SALEM OR 97310

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION ENGINEER
TRANSPORATION BUILDING
SALEM OR 97310

JOHN HOSSICK
PLANNING DIRECTOR
CITY OF BEND
P O BOX 431
BEND OR 97709

ART JOHNSON
CITY MANAGER
P O BOX 431
BEND OR 97709

It is apparent that our protestations regarding the Greenwood Avenue at Division Street overpass are going to be of no avail.

However, we would like at this time to take the opportunity to stress two very important factors.

First, we were shown two different proposals for the construction of the Greenwood underpass. One of them showed a much deeper cut on Greenwood than the other alternative. We feel that not only our building, but the remaining portions of Greenwood between Division Street and Hill Street will be damaged to a significantly lesser amount if the option is adopted calling for a minimum cut and minimum depth for the Greenwood 23

August 10, 1982

Re: Greenwood Ave/Division St Overpass

Page 2

underpass. It is our understanding that this decision will be made by the engineers in Salem and we would hope that you would stress our concern and, I think, the concern of our neighbors, in attempting to minimize the cut on Greenwood Avenue. It will not only cut our building off further from Greenwood Avenue, but it would destroy additional parking places all to no avail.

Second, we want to again stress that the main entrance into downtown Bend should be Hawthorne Avenue rather than Kearney Street. There are a number of reasons. First, Kearney has a peculiar curve in it making access to our parking lot somewhat difficult even now. Also, the removal of parking on Kearney Street is going to make parking situations even more of a problem in this area. Finally, I think it is important for the downtown core to have a logical easy access and it is our opinion that Hawthorne Avenue will provide this access. 24

We would like to thank you for your cooperation in this matter and I hope that our comments are passed on to the appropriate decision makers. Thank you.

ROBERT S LOVLIEN

CM

991

CON 19-4
Sp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
ENV 3

December 10, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RE: Finding of No Significant Impact (FONSI)
Greenwood Avenue Undercrossing at
Division Street
Central Oregon Spur Highway
Deschutes County
F-4(2)10

Dear Mr. Wilken:

Enclosed is the Environmental Assessment previously approved for the subject project. It has been reviewed to reflect input received during the public and agency review period and documents the basis for project selection. I concur with the conclusion of the Environmental Assessment that no significant impacts on the environment will result from implementing the propose project.

If you agree, please make a separate writting Finding of No Significant Impact (FONSI), incorporating the Environmental Assessment, as required by 23 CFR 771.121.

Please return the FONSI when it has been signed for our use in notifying the state clearing house and the public of the decision.

Sincerely,

ORIGINAL SIGNED BY
CAM GILMOUR

Gary A. Potter, Manager
Environmental Section

RECEIVED
STATE HWY ENGR
DEC 13 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GAP:lb
Attachments (4)
bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
F. E. Terpin
D. H. Moehring
Dale Allen
Cam Gilmour
Kathy Kubick

Form 734-3122

911/

CON 19-4
S.P.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: December 8, 1982

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Revised Environmental Assessment
Greenwood Avenue Undercrossing at Division Street
Central Oregon (Spur) Highway
Deschutes County

The subject document in the form of a revised Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The document concludes that the project will not have a significant impact on the environment.

If you agree, please sign below and return same to this office. The Federal Highway Administration will then be asked to make the formal Finding of No Significant Impact (FONSI), as required by 23 CFR Park 771.121.

12-9-82
Date

J H Versteeg for
E. S. Hunter
Assistant State Highway Engineer

Concur

GAP:lb

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
Dale Allen

CON 19-4

ROW 4

STATE OF OREGON **INTEROFFICE MEMO**

TO: Dale Allen
Region Engineer

DATE: September 30, 1982

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Greenwood Avenue Undercrossing
at Division Street - Bend

In your letter of September 20 to Ben Gifford you proposed a tentative letting date for this project in F3QTR83. You based this projection on the assumption that the Right of Way lead time can be discounted because there will be no physical taking of right-of-way.

I have discussed this with John Wichman of FHWA and Jack Sollis. They both agree that even if we do not have a physical taking we will still be required to follow all the Federal regulations for right-of-way acquisition for this project.

ORS 105.760 makes the Highway Division liable for all legal damages caused by a change of grade. Since we all agree that several of the properties on this project will be severely damaged, we have no choice but to proceed with normal appraisal and negotiation procedures. If we do not follow standard procedures, we would not be able to certify the project for construction with FHWA.

We will attempt to acquire the necessary property rights as rapidly as practical but your proposed contract date of the Spring-Summer of 1983 will be extremely difficult to meet.

RH:jr

cc: E. S. Hunter ✓
Walt Hart
Harold Brainerd
Ben Gifford

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 1 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Adj	File

81-125-1387

9912

Con 19-4 c

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: September 29, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Study Report
Item No. 10133
Project No. F-21-3(6)
Greenwood Ave. U'Xing @ Division St. Sec.
Deschutes County

Enclosed is a copy of the study report for the subject project to aid you in your evaluation to determine if the Finding-of-No-Significant-Impact (FONSI), when submitted, adequately addresses the proposed location/design.

I request authorization, upon approval of the FONSI, to proceed with the portion of preliminary engineering, including utility and railroad preparatory work, necessary to obtain PS&E approval at an estimated total cost of $63,100 with obligation of $55,641 in Federal funds.

JLG:bks
Enc.

cc: D.D. Allen (Region 4)
Frank Terpin
Gary Potter
General Files

CON 19-4
c

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 7

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: September 24, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Greenwood Avenue Undercrossing at
Division Street (Bend)
Central Oregon Highway Spur
Deschutes County

Herewith a copy of the Hearing Study Report for subject section.

The report has been reviewed and approved by both the Region 4 Engineer and the Environmental Section Manager.

If you concur with our recommendation, please approve the report and return it to me for further distribution.

RECEIVED
TECHNICAL SERVICES
SEP 24 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FET:DB:ge
Attachment

APPROVED
E S Hunter
E. S. Hunter
Date 9-27-82

RECEIVED
SEP 27 1982
LOCATION
SECTION

NOTED
F. E. TERPIN

NH

Hearing Study Report
GREENWOOD AVE. UNDERCROSSING
AT DIVISION ST. (BEND)
Central Oregon Highway
Deschutes County

CONTENTS

Recommendation

Hearing Summation

Project Summation

Environmental Impact Summation

Hearing Comments and Responses

Hearing Transcript

Map of Existing Conditions

Map of Build Alternative

RECOMMENDATION

The Oregon Highway Division, after considering the public hearing input as well as other related data, recommends advancement of the Build Alternative for the Greenwood Avenue Undercrossing at Division Street Section of the Central Oregon Highway (Bend) Spur in Deschutes, County, Oregon.

The Build Alternative includes provisions to: depress the grade of Greenwood Avenue to provide 15½ feet of vertical clearance at the Burlington Northern railroad structure; elevate the grade of Division Street to provide a grade separation at the Greenwood-Division intersection; use retaining walls to eliminate right-of-way taking; and, provide all other entities involved in roadway construction.

The following items were considered in making the above recommendation:

1. The City and County Highway Advisory Committee, the Bend City Council, along with a majority of the hearing participants favor the project.
2. The project is consistent with the Bend Area General Plan.
3. The project will facilitate the City's and County's plan to convert Division Street to an additional north-south arterial.
4. The project will improve traffic services on both Greenwood Avenue and Division Street.
5. Adverse impacts can be minimized.

HEARING SUMMATION

A combination corridor/design hearing was held on July 22, 1982 for the Greenwood Avenue Undercrossing at Division Street (Bend) Section of the Central Oregon Highway (U.S. 20) Spur. The hearing began at 7:30 p.m. in the Big Deschutes Room of the Riverhouse Motor Inn in Bend, where Oregon State Highway Division staff presented the Alternatives (No-Build and Build), right-of-way acquisition procedures and environmental impacts of the project to the 24 persons present.

The hearing resulted in 16 individual items of testimony as follows: 6 persons presented verbal comments at the hearing, 2 persons made comments on cards (1 also presented verbal testimony), and 13 letters were received (4 also presented verbal or card comments).

The following table summarizes the above testimony.

7 favor project	44%
6 against project	37%
2 other projects	13%
1 no choice	6%

Those testifying in regards to other projects suggested that the railroad undercrossing on Third Street (U.S. 97) be improved.

PROJECT SUMMATION

Two alternatives (No-Build and Build) have been evaluated for the project. The No-Build Alternative would retain the existing system including the sub-standard vertical clearance at the Burlington Northern Railroad structure and the traffic signal at the Greenwood Avenue-Division Street intersection. The Build Alternative will include improvements to Greenwood Avenue between Hill Street and First Street and to Division Street between Kearney Avenue and Irving Avenue. These improvements would accomplish the stated purposes of the project which are:

1. Improve the clearance of Greenwood Avenue under the railroad structure.
2. Improve the capacity of both Greenwood Avenue and Division Street in the vicinity.
3. Eliminate safety problems resulting in part from the traffic signal at the Greenwood-Division intersection.

Greenwood Avenue, with the Build Alternative, will continue to be a four-lane street as it is presently. The existing 56-foot curb-to-curb width will be expanded to 60 feet from the railroad structure easterly and to 64 feet from Division Street westerly to Hill Street. The additional width will be obtained by eliminating some of the existing parking and by reducing the sidewalk width.

Division Street, with the Build Alternative, will continue to be a two-lane street; however, a turn lane and shoulder/bike lanes will be added for a total curb-to-curb width of 48 feet. The additional 6 feet of width required for the new street will be obtained by eliminating the existing 6-foot planter strip along the westerly edge of the existing street.

Typical sections for the above designs are depicted on the sketches at the end of the report.

Traffic service on Greenwood Avenue will be maintained throughout the construction period. The service, however, will be limited to two lanes, one lane each direction, with temporary closures to all traffic.

Division Street will be closed to through traffic during the construction period. Local access will be maintained wherever feasible, however, there will also be temporary closures to all traffic. Division Street traffic bound for Greenwood Avenue will be routed over portions of Irving Avenue, Hill Street and Kearney Avenue. This traffic pattern is also proposed upon completion of the project.

Additional descriptions are outlined in the attached hearing transcript as well as in the Environmental Assessment for the project.

ENVIRONMENTAL IMPACT SUMMATION

This section of the report is intended as a brief summary of the potential impacts involved with a Build and No-Build Alternative. Additional details are available in the Environmental Assessment as well as in the hearing transcript portion of this report.

No-Build Alternative Impacts

The impacts associated with a No-Build Alternative would be greater on traffic services than they would be on the socioeconomic environment.

Traffic flows on Greenwood Avenue and Division Street would continue to be restricted by the traffic signal at the intersection. Truck traffic, particularly large trucks that would normally use Greenwood Avenue, would continue to pass over other city streets due to the sub-standard clearance at the railroad structure. Emergency vehicles, such as fire trucks, will be faced with continued congestion at the intersection resulting in longer response times to emergencies.

The above impacts will be compounded as traffic increases in the future resulting in more congestion at the intersection, more large trucks on local streets and even longer response times for emergency vehicles. In addition, the continuance of the traffic signal at the intersection will detract from Division Street's use as an alternate north-south arterial.

Immediate social and economic impacts with a No-Build Alternative would be minimal as no construction would take place. Future traffic increases and congestion could, however, result in some secondary impacts to businesses in the area. This would be particularly true if congestion reaches a point where shoppers seek other outlets with easier access to and from the businesses.

Build Alternative Impacts

The Build Alternative will impact both the traffic services and the socioeconomic environment.

Traffic flow on both Greenwood Avenue and Division Street will benefit from the grade separation at the intersection. Improving the vertical clearance at the railroad structure will restore the functional use of Greenwood Avenue as an east-west arterial for all types of vehicles.

Elimination of the at-grade connection at the Greenwood-Division intersection will result in increased traffic on portions of Hill Street and Irving and Kearney Avenues. Emergency vehicles, however, using either Greenwood Avenue or Division Street, would not be faced with a congested intersection; therefore, response times should be reduced.

No additional right-of-way would be required for the project, however, the change in street elevations on both Greenwood Avenue and Division Street would result in some indirect impacts to the area businesses.

The elevation changes will eliminate over half the on-street parking spaces on Greenwood Avenue, eliminate the connection of two alleys onto Greenwood Avenue and one alley onto Division Street, possibly eliminate the access to two or three parking lots with access to Division Street and reduce the sidewalk width on Greenwood Avenue.

The loss of on-street parking along with a loss of easy access to some parking lots could result in some business displacements.

HEARING COMMENTS AND RESPONSES

This portion of the report is intended to respond to some of the pertinent questions presented at the hearing. Individual concerns with the project design will be studied during the remaining preliminary phase work as well as during the final design phase of the project.

COMMENT (Ralph K. Thomas)

About 25 years ago I suggested that Reed-Arnold Market Road, approximately a mile east of town, be improved for a north-south truck route as there would be too many trucks on Third Street in the future.

RESPONSE A bypass, as suggested, would benefit the north-south through traffic on Third Street (U.S. 97) and would have little, if any, effect on local traffic along Greenwood Avenue. Traffic on Greenwood Avenue would still be subject to the deficient railroad undercrossing and the signal at Division Street.

COMMENT (Ralph K. Thomas)

Snow and ice during winter months can be a problem at the railroad bridge as sanding trucks are lax in this area. Lowering the grade of Greenwood would make the area even more hazardous.

RESPONSE The sub-standard vertical clearance at the railroad bridge prevents sanding trucks from operating in an efficient manner along Greenwood Avenue.

Addition of five feet of vertical clearance at the railroad structure will allow sanding trucks to operate in an efficient manner and avoid the present problems.

COMMENT (William Miller)

I think our concerns are obvious. First, we are going to lose access to our store. Second, there is elimination of 16 to 17 of our customer parking spaces. Third, we are going to lose direct access to Greenwood Avenue. And fourth, there is a real prossibility that we will have problems with ingress and egress from our lumber yard portion slightly north of Irving Street.

RESPONSE Continued project studies and modifications, if feasible, could avoid the loss of parking spaces and access to the retail store. There will be some temporary loss of parking during the construction phase of the project. Loss of direct access to Greenwood Avenue is, of course, an unavoidable consequence with a grade separation at Division Street.

COMMENT (William Miller)

Division Street, after completion, should remain a three-lane street for an indefinite period of time. Speed zones will be posted in accordance with uniform statewide criteria established by the State Speed Control Board.

RESPONSE An actual time frame for converting Division Street to four lanes in the future is beyond the scope of the proposed project. This action will not take place until such time as traffic services on the street diminish to a point where four lanes are warranted. Posting of speed limits on Division Street will be at the discretion of the City of Bend and the State of Oregon.

COMMENT (Felix Marcoulier)

I believe there is a way to keep the alley between Irving and Greenwood open. There is also an ingress from Greenwood through Mike's Foreign Car Parts that could be left open.

RESPONSE Connecting the easterly end of the alley to Division Street would require the acquisition and conversion of private property to public use. The project, as designed, will not require the acquisition of any private proterty; however, the concept will be studied and incorporated into the project, if feasible.

The access from Greenwood Avenue through the car parts building is not desirable as it would detract from the capacity of the street. Actual disposition of this access will be included in the right-of-way negotiations.

COMMENT (Robert S. Lovlien)

There appears to be two different proposals for the construction of the underpass, with one having a much deeper cut than the other. The option for a minimum cut should be adopted.

RESPONSE During the preliminary phase of the proposal, two grades for the project were studied. The higher of the two grades is preferred and will be utilized in the final design phase.

COMMENT (Robert S. Lovlien)

The main entrance to downtown Bend from Division Street should be via Hawthorne Avenue rather than Kearney Avenue.

RESPONSE Using Hawthorne Avenue as a direct access to downtown Bend is beyond the scope of the proposed project and would be addressed by the City of Bend in their local street and comprehensive plans.

COMMENT (Ralph P. Thomas)

I am not sure what constitutes a need nor how the traffic increases on page 2 of the Environmental Assessment were computed.

RESPONSE Project needs are determined by use of many factors, such as, amount and type of traffic on the road; class of highway being improved; accident potential on the road; level of service and amount of congestion expected in the future; and, benefit/cost ratio.

Traffic increases are also computed by using several factors, such as, post growth trends, probably area growth in the future and potential growth due to the highway improvement.

COMMENT (Ralph P. Thomas)

The 1.2 million dollars of construction money plus the hundreds of thousands of dollars in right-of-way compensation should be given back to the TAXPAYERS.

RESPONSE Funding for the project will be derived from State and Federal vehicle taxes (88% Federal and 12% State) rather than from local property taxes. Under present State laws these funds may only be used for the construction, maintenance and operation of highways.

COMMENT (Anna Bartlett)

Closing the east end of the alley between Greenwood and Irving Avenues will possibly flood my property due to runoff from rain and melting snow.

RESPONSE Drainage facilities will be designed and constructed to include the runoff from the alley.

COMMENT (C. L. Terry, Ed Neff, K. P. Chisholm)

Consider using the money earmarked for this project on a four-lane overpass at the railroad undercrossing on South Third Street.

RESPONSE Funding for all highway construction projefts is very critical at the present time; therefore, need and priority are the main criteria used in placing projects in the Six-Year Highway Improvement Program.

The Greenwood Avenue Undercrossing project was included in the Six-Year Program (fiscal year 1983) as a result of its high priority on the Bend Area Transportation study. Improvements to the South Third Street railroad undercrossing have been under discussion since the mid-1970s. A four-lane overpass, as suggested, would, at today's money values, cost approximately $4,795,000 ($2,295,000 construction/$1,500,000 right-of-way).

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

July 22, 1982
7:30 p.m.

Big Deschutes Room
Riverhouse Motor Inn
Bend, Oregon

RE: Greenwood Avenue Undercrossing at Division Street
Central Oregon Spur Highway (Bend) Section
Deschutes County

MR. DALE ALLEN: Good evening, ladies and gentlemen. My name is Dale Allen. It's now 7:30, July 22nd, 1982, which is the time that has been designated for the formal corridor-design hearing on the Greenwood Avenue Undercrossing at Division Street in Bend.

I would like to introduce those people here at the head table with me tonight. On my left is Bob Pool. Bob is the Project Engineer - Region Engineer - and he will be chairing the meeting tonight. Will Robertson will be the Project Manager on the project. He has worked on the project up to this point if he don't retire, and Harold Brainerd is the Right of Way Supervisor that has probably contacted most of the property owners that may be affected by the project. (There were approximately 24 other persons in attendance.)

The purpose of tonight's hearing is to receive testimony on the project, the alternatives on it. However, before we receive that testimony we would like to explain what the purpose of the project is, some of the background and some of the construction details that are on these exhibits.

The three main purposes for the project are to improve the clearance under the railroad track which is deficient as you are aware, to improve the capacity of both Division Street and Greenwood Avenue, which are expected to be operating at what we call level service "F" by 1993, and third to address the safety issue of the intersection due to the substandard signal. Because trains park on the railroad track, the signal heads are not visible from one direction and as the traffic increases that will become a safety hazard.

With those few remarks, I would like to introduce Bob Pool at this time and have him explain the project in more detail.

MR. ROBERT POOL: Thank you, Dale. As Dale said, the purpose of the hearing tonight is to receive testimony on this proposed project. We will receive testimony on the alternatives that will be explained to you a little later, as most of you are probably aware, but if you have some other alternate in mind, if you think it would be better, we'll receive testimony on that too. The alternates that we have proposed do not propose any shift in alignment. In other words, they utilize the existing streets in that area.

This formal hearing is being held in conformance with Federal statutes and regulations and the Oregon Action Plan to consider design proposals and related economic, social and environmental impacts for improvement of Greenwood Avenue and Division Street in Bend.

This project is listed on the State Highway Division's Six-Year Highway Improvement Program and is listed in that program for construction in fiscal year 1983. We would hope that actual construction could start about one year from now during the summer of 1983.

This project is a Federal Aid Project and will be funded with 88% of the funds coming from the Federal pocket and 12% would be from State Funds.

We will spend a brief time explaining the alternatives, summarizing the environmental impacts and discussing the right-of-way programs and procedures. We will then begin receiving testimony on the proposals. This hearing is not intended as a question/answer session, but rather as a forum to receive testimony from you people. If it's absolutely necessary to answer a question in order for you to complete your testimony, we will.

In addition to the hearing tonight, written testimony can be received for ten days after today which would be August 3rd. These remarks should be directed to the Oregon Department of Transportation, Commission Services, Transportation Building, Salem, Oregon 97310.

After the hearing, and after the ten days and we receive any written testimony that comes in, we prepare what we call a hearing study report and from this report, our staff in Salem and the State Highway Engineer analyze the project and make a decision on which alternate will be constructed.

Aside from just using the testimony to select the alternate, which in this case we are just proposing two, it will also be used to modify the design where appropriate. In other words, if you come up with an idea that we haven't thought of that would help the project, it will be utilized and incorporated in the design, if appropriate.

At this time, I'd like to call on Will Robertson who will talk about the design alternatives. Will is the engineer who did the field design that you'll be looking at and he's also the engineer who will be handling the construction of the project when it comes up for contract. Will.

MR. WILL ROBERTSON: First, John has some little green books, does everyone have one that wants one?

UNIDENTIFIED: What are they?

MR. ROBERTSON: They are the environmental statement for this project. John would be happy to bring one over to you if you just raise your hand. I would like to explain what we're going to do here on our build alternate. The other alternate is not to build it, we all know what that is now so if we don't build it, it will stay the way it is. Hopefully, we can do something here about this. I'd like to go around the room and show you what we're going to do with each street and maybe it'll be more clear. Most of this information is in the book, but it might be more clear if I would explain it to you.

The first one, these colored maps were color-coded, a color would represent each facility on each map where the typical section here in the middle - and the map of Division Street on the right - the blue is the sidewalk, the coat-colored color - is the parking or the shoulder area, pink is the travel lane, the brown represents the new structure, yellow would either be a barrier or a left-turn as Division Street is routed at this time. It has a 14 left-turn area.

This drawing represents Greenwood. This is Hill Street. Let's travel east underneath the railroad. This shows construction starting right at the edge of Hill Street. The ground line, I don't know whether you can all see it or not, the present road travels like this down underneath the railroad and ties in to First Street. We would propose to follow that same grade up to about this area here of Greenwood then start down "excavating", this is a 5.78 grade, we have a sag vertical. Division Street's right here. There would be approximately 8-foot of excavation where Division Street is right now. We would continue in this circular movement like this underneath the railroad. At this time the railroad only has 10½ foot of clearance, it's a real truck-eater. This would give us the 15½ foot of clearance that's really required for a standard design. Then I will come up and stop right here on the west edge of First Street.

The sidewalks shown in blue are at this time about 12 feet wide. We would take about 4 feet of those off and use it for some parking or for some shoulders. As we go underneath the bridge, you can see that I'll lose almost all of the sidewalk, also almost all of my shoulder and then I can come back out again. We are restricted to what we can do under the railroad because of the north pier and the south pier and it also has a center support which I can't remove. The bridge will go down through here.

This is Division Street. I'll start at Irving, go north to Kearney. Division Street will require a fill. I'll start right here at the edge of Irving and start up. When I get to Division Street or Greenwood, I'll be approximately 10-foot higher than the present grade is now. Then I can just very easily drop off and tie into the street out in front of the old depot or Kearney Street.

I might point out on the typical section Division Street would be contained with a retaining wall. This would allow us to stay within our right of way, rebuild the sidewalk, if you didn't use the wall you would have to fill and spread out over the whole area - not recommended. Greenwood Street would be contained with a gravity-type wall which would be about where - if you know where the rock lines are and this would hold the excavation in place. Very neat operation once you get it going. There will be a median barrier type that will protect the center pier underneath the railroad. I would also add one under the new structure that crosses Greenwood at Division.

Now let's go back to Division Street. Again, the sidewalks in blue, bridge in brown. Ten foot of fill over Greenwood. Drains would have to be provided for. You'd have a place to gather drainage here. Also where it does now underneath the railroad. This sketch represents parking on Greenwood, it's the same map only a little different drawings on it. The yellow represents parkings that we could save. The blue represents parking that is there that we'll lose. You just can't maintain it because of the configuration of the new grade. I think I lose - it was in the paper tonight - I save 10 and I lose 16 parkings.

This is an artist's view of Greenwood looking east. It was in the paper tonight.

UNIDENTIFIED VOICE: You might show the sidewalks how they -

MR. ROBERTSON: Okay. Sidewalk. The sidewalk grade will probably be very close to what it is today. It'll be a little bit more narrow. In fact it will really be narrow. It'll only be 4 feet wide when you walk underneath the railroad structure. I cannot remove this support for the railroad, or this support for the railroad. The artist didn't draw quite the right number of parkings left, it's just a nice view of maybe what this will look like - this is Hill Street here.

This is a utility sketch. We're going to have to change telephone, sewer, water and gas. A lot of work to do all this utility work. It's all underground and it's in solid rock. We're going to be excavating in solid rock. There's going to be a lot of work involved.

This is an aerial photo of the area. This is looking north on Division Street with my pointer. An artist has sketched in on the aerial the new structure. This is the existing railroad structure that's there now. Just a nice view of what we're trying to accomplish with the build alternate.

This is just the way it is today. In the little green book it tells you how all the traffic is going to work. It's hard to follow, it's hard for me to follow the lines - you can come up here after the meeting and look and if you want to go from the south to the west, or the north to the east, these little colored lines will show you how to do it.

The only thing I can think of that I haven't mentioned, I'll need a handrail between the sidewalk and the travel lane when I go down underneath Division Street and the railroad. We won't want the pedestrians to fall over into the traffic.

MR. POOL: Thank you, Will. Let's see, before we get into the right of way discussion, I want to briefly discuss some of the environmental impacts that this project will have. These are explained in detail in this green book that you all have and it goes into quite some detail on all of these impacts.

With regard to this project in relation with others in the area, this is really one of many projects which has been undertaken by the City, State and County to upgrade Division Street to a major arterial. And that's one of the major benefits of this project is that it will contribute to the end of getting Division Street to be an arterial by 1985. Well the City has completed about, I think, seven projects on this arterial route to date and within three years the City and County hope to complete the rest of the projects so that the arterial will handle free-flowing traffic from the north "Y" clear through Greenwood on to Brosterhous.

In the area of the proposed project is the Oregon Trunk Railway Station complex and this is the only site - the complex in the project area which is eligible for the National Register of Historic Places by the Department of the Interior, and either the build or no-build alternate will - or neither one will affect this complex.

In regard to planning and land use, the Bend Area General Plan was adopted in December of 1979 and acknowledged by LCDC in June of 1981. This plan calls for the lowering of Greenwood Avenue under the railroad overcrossing and also proposes Division Street as a major arterial and this project will meet both of these criteria so it is in conformance with the General Plan.

The Federal Government and the State of Oregon have set air quality standards for a number of pollutants. These are explained in detail in the green book you have. Air quality measurements were taken at the project site and subsequent studies and calculations show that this project to be consistent with the attainment of national air quality standards within the Bend area. The Federal Highway Administration also sets upper limits on acceptable traffic noise for residents and businesses adjacent to projects.

Existing noise levels were measured and noise levels were calculated for the year 1993 using a prediction model. Five apartments in the project area were predicted to be impacted adversely, but just barely. They studied the use of sound barriers and other methods to reduce the sound - the potential increase of sound in these areas and they just aren't feasible, and there's - so there's no mitigation measures proposed.

Although the environmental impacts are very few on this project there are some substantial - I think I said right of way - I said the environmental impacts are rather negligible and the right-of-way impacts are substantial and Harold Brainerd is our Right of Way Supervisor here in Bend and he'll discuss those with you for a few moments. Harold.

MR. HAROLD BRAINERD: Thank you, Bob. The hearing being held today is to afford interested people the opportunity to express their views regarding the general design of this highway facility. There is no additional right of way required for the reconstruction of this highway; however, the change of grade of the highway may require the displacement of some businesses.

An explanation of the right-of-way acquisition process is contained in a leaflet, "Acquiring Lands for Highways". (Form Rev 1-82) This leaflet covers the matter of the public hearing, the appraisal procedure, the definition of market value, procedures for handling payments for property, and an explanation of the eminent domain procedures, with the addresses of the various Right of Way Offices located in the State. This leaflet is available at the meeting today, and I urge you to take one with you.

Another leaflet, "Moving Because of the Highway?", (Form 81-734-3772) is also available, and I urge you to also take a copy of this leaflet. It explains the benefits of the 1970 Uniform Relocation Act available to relocatees on a project. The benefits for businesses include the payment of moving costs, relocation advisory assistance, possible in-lieu payments, and an explanation of the procedure for making an appeal, in the event of dissatisfaction with any part of the relocation program. Both leaflets will be included in the minutes of this meeting, and will be transcribed along with all of your statements. (Leaflets included by reference only.)

The time required for right-of-way settlements and relocation is estimated at nine months from the date of authorization of the project. This will provide adequate appraisal and negotiation time and provide at least 90 days for the relocation of businesses that may be displaced after the State commences negotiations for damage compensation.

It is important for you to know that eligibility to receive relocation benefit payment is not complete until negotiations for right-of-way settlement has commenced, or a notice to vacate has been received from the State.

The right-of-way program for this project will be under the administration of the Bend Right of Way Office, located at N. Highway 97; telephone 388-6196. If anyone should desire additional information later, we'd be most happy to assist you. Thank you. (Leaflets mentioned above are available at the Bend office.)

MR. POOL: Thank you, Harold, Now we'll get down to the real purpose of the meeting and that's to receive testimony on this proposal. I'd like to remind you that this meeting is being recorded so I'd ask that when you give testimony to approach the area around the first line of tables so that we can pick it up on the microphone. Let's see, I only have two cards so John will go around and pick up the remainder of the cards. If you want to have testimony or give a statement, please fill out a card.

UNIDENTIFIED VOICE: I couldn't hear Harold when he was speaking into the microphones - you could hardly hear. I hear you fine but I couldn't hear him very well.

MR. BRAINERD: I'd be happy to review what I said after the meeting with you.

MR. POOL: If you have any specific questions on the project, we'll be around after the meeting is closed and we'll be glad to discuss it with you.

Okay, Without putting the cards in any particular order, I will first call on Gary Capps. And when you give the testimony, please give your name and if you represent an organization, give us that organization.

MR. GARY CAPPS: I'm Gary Capps and I'm Chairman of the City and County Highway Advisory Committee. I really don't have much to say other than we strongly support this project. For the last five to seven years we've been working on the Division Street Project with the idea of a second north-south arterial which will take some of the traffic hopefully off of Third Street and improve the traffic movement through the City of Bend. We feel to do that Division Street has to be an easy street to get through without a lot of log jams and that's one of the reasons we are in favor of this project is so traffic can move through Division on Greenwood without the impediment of the stop light there.

In addition, Greenwood is the only good east-west arterial in the City and right now because of all the stop lights it is very clogged up, particularly at peak traffic times.

So, this project would open up both Division and Greenwood to much better traffic flow and so the Committee strongly supports this project for that reason. Thank you.

MR. POOL: Thank you, Gary. Harvey Watt.

MR. HARVEY WATT: My name is Harvey Watt and I'm a business person in the area of First and Greenwood. I've been located within one block of this Greenwood underpass for about 22½ years. For about the last 20 years, I've been within sight of the underpass, probably 200 feet.

My first recommendation would be to condemn the railroad. I would like to have that removed, that's what I would like to see. Something has to be done there and I'm here speaking mostly on a personal basis rather than a business person because having sat there and having been the one person who has probably called the City of Bend to tell them to send down the police and the ambulance, not necessarily the ambulance but the police, probably 15 or 20 times you get a little bit emotional about it because you think someday someone's going to have a fatality there. I believe that will happen if it continues to be this sort of a configuration in that underpass area.

So my recommendation is to go ahead with a project. I'm certainly not going to recommend what the project is but that should be changed and that should be improved.

MR. POOL: Thank you, Harvey. Ralph K. Thomas.

MR. RALPH K. THOMAS: I would rather speak after Mr. Bryant.

MR. POOL: All right. Tom Bryant.

MR. TOM BRYANT: My name is Tom Bryant and I represent the owners of several businesses in the area known as Nick's Lock & Key and the Peetsa Peddler. Each of these businesses is located on that part of N.E. Greenwood just west of N.E. Division Street in Bend which will most seriously be affected by this proposed construction.

If the overpass proposed is installed in accordance with the plans that have been shown and discussed at this meeting, there will be a significant change of grade in that section of Greenwood Avenue contiguous to the premises occupied by the businesses that I represent.

There will be an elimination of parking, an elimination of access to the businesses from Greenwood Avenue coupled with the virtual shutdown of meaningful business operations during the period of construction.

And I would particularly note that it is my understanding that where the business operator is a lessee there is no appropriate means of compensation currently available to him under the acts which were referenced by Mr. Brainerd earlier this evening. Anyone familiar with the demise of the businesses along First Street, such as Genie Lighting and the number of businesses that failed in the First Street station during the period when it was shutdown from September of one year until January of the next, for all intents and purposes, to permit the installation of the sewer has to be aware of the kind of impact that we are looking at on businesses located in such an area as this.

I understand the purpose of this meeting is to obtain evidence and I wish the record to reflect that on behalf of each of these business owners, notice is given that they oppose the installation as it has been proposed, and in the event that the project is approved and undertaken they advise that in advance they anticipate substantial loss in damage and will have to pursue any and every remedy available to them under State Law.

MR. POOL: Thank you. Ralph Thomas.

MR. RALPH K. THOMAS: I'm Ralph Thomas. I live on Ward Road at the present time and I am unalterably opposed to the changing of the streets as indicated. About 25 years ago, I stood before a Committee suggesting alternate truck routes and so forth and so-on. I suggested that Reed - Arnold Market Road approximately a mile east of town be a north and south truck route because there was too many trucks going to be had on Third Street. The Committee laughed me down.

So I also suggested that at that time we could get land in that area for a little bit of nothing. Try and buy some of that land out there now. It's up to $3,000 or $4,000 an acre. Then you could buy land for $1 an acre. That's what we get for stalling.

I don't know what kind of drain holes you are going to have under the railroad. At one time I saw one rotary out there for six months and they had just as much drainage as they did before they started.

And now I've got all of that out of my chest and I'd like to see a show of hands here, how many of you gentlemen would like to walk out of your front door and look down at any place estimated from 5 to 8 feet and see nothing but a concrete driveway down there? Could I see a show of hands? Nobody would like that.

MR. POOL: Excuse me, Mr. Thomas. Are you the lessee of the Peetsa Peddler?

MR. THOMAS: That's - no.

MR. POOL: Nick's Lock & Key?

MR. THOMAS: Nick's Lock & Key.

MR. POOL: Okay.

MR. THOMAS: And I've had that since 1952, correction 1950. But apparently there's no hands shown so none of you gentlemen would care to walk out and see a void down there of 5 to 8 feet, whichever it is. Thank you kindly, gentlemen.

MR. POOL: Thank you. Why don't you go ahead and switch the tapes, Dick. Okay. I think we're ready to go again. The next name we have is William Miller.

MR. WILLIAM MILLER: Mr. Chairman, members of the Department of Transportation, I have this prepared written statement I was going to send to Salem, do you want a copy or shall I just keep it till - and send it?

MR. POOL: We'd like a copy.

MR. MILLER: My name is William Miller, I'm President of Miller Lumber Company. The Miller Lumber Company is engaged in retailing building materials, we're one of the old companies of Central Oregon, and probably the oldest company under one family ownership. We take great pride in this operation and we hope to continue here if we possibly can.

Our concerns are many in regard to this project and I think I've spoken for many years every time there's a meeting or a hearing on this Greenwood Overpass. I think our concerns are obvious.

First, we are going to lose access to our store. Secondly, there's the elimination of 16 to 17 of our customer parking spaces, and third, we are going to lose direct access to Greenwood Avenue, and fourth, there is a real possibility that we'll have problems with ingress and egress from our lumberyard portion slightly north of Irving Street.

And then another concern is the real possibility in the future, as brought out in your bulletin, that Division at some time may be a four-lane street. Of course as far as retailing and working off a four-lane street I think it's almost prohibiting. So if this comes about I think Miller Lumber Company would be forced to move, and of course then there's the likely difficulty during construction how we'll operate. This I've gone over many times and I think all of you are aware of it and I really appreciate the interest you have taken in our problems and meeting with me and going over it.

It appears now that there may be some possibilities during planning, design and construction that could minimize some of our problems.

Number one would be the area of our existing parking lot where a retaining wall could be constructed and that could be filled to the level with Division Street, the new level of Division Street, and we could utilize that for either employee parking or customer parking, whatever plan we come up with when this project is finalized. We have several alternative plans we're working on. None of them are definite yet. But anyway that should be considered definitely. There's no sense in just leaving a big hole there that can't be used. So that's our first request.

Secondly, these are all for your consideration not demands or anything else, just for you to consider, that the elevations and our exit on the lumberyard, about 60 feet north from the lumberyard portion, 60 feet north of Irving Street, that the elevations be maintained somewhat to the same elevation so we can use that exit or as an exit or an entrance and also the drainage be taken care of at that point. It will be draining from both directions both from the north and south. And I've gone over this with Will several times.

Third, we would like your consideration of assurance that during construction the area south of the alley in Block 25 right in back of our office - our general office parking lot - that area of Division Street be kept open whenever possible. Maybe just for a few days closure and that left turns be allowed on Greenwood and to Irving - and to Hill Street - off Greenwood to Hill Street and then to Irving Street during construction.

Fourth, we hope you'll consider the allowance of extra curb cuts at the south end of our property. We could remove our industrial fence, this is clear at the end of the lumberyard out of the project area, if we get them extra curb cuts there between Hawthorne and Greeley Streets for easy access to our yard and store and parking whenever we develop them.

MR. POOL: Excuse me, Bill, I'll just interrupt here a second, that would be a City - through the City you would obtain those.

MR. MILLER: Your support wouldn't hurt. Next, for your consideration, the continuance of left turns, this is after the project is done, from Greenwood to Hill Street and Hill Street to Irving. This is again probably a City consideration or would this be State?

MR. POOL: Both - we'd both be involved.

MR. MILLER: Right. Okay. We question that for your consideration, and that the continuance of the reasonable speed posted on the new Division Street of 30 to 35 miles per hour, so it won't be a speedway.

And then we'd like for your consideration the assurance that Division Street will remain a three lane street for an indefinite period of time. I said this is for your consideration and this is our request for your consideration.

That's all I have for your consideration at this time. We noted in your bulletin on page 7, paragraph 3, an error referring to the project area to "vegetation of any kind is essentially nonexistent, except in some yards of houses along Irving Street." Well, I think you all know we have an underground sprinkling system serving various trees and shrubs for 140 feet along our existing store building which will be directly affected by this project, and then we have this same landscaping extends from 600 feet down Division Street. Also, we have another underground system to the east of our office for 45 feet with an underground sprinkler system and shrubs and trees.

Gentlemen, that's my main statement. I have mixed emotions on this project. Naturally, I'm speaking for the Miller Lumber Company for the impact on it, it is going to be terrific. I think we've reached a point of no return on this project, they have a considerable investment in it already in both the north and south end, now we're here at the middle and it looks like it pretty near has to go through.

I agree with Mr. Thomas - I am one of those at fault for not speaking sooner but I think we have been real negligent and I've spoken on this many times for a long-range plan I think we should of had this worked out years ago on both the east and west side which I think we possibly could have done for the same cost as this total project. But now I think the easiest and quickest solution to the Third Street problem is probably to - I know the fastest is to complete this project. Thank you very much for your time.

MR. POOL: Thank you, Bill. Felix Marcoulier? Did I pronounce that right Felix?

MR. FELIX MARCOULIER: It's proper - good enough - if that's the worst I got called it would be easy. My name is Felix Marcoulier and I'm sure that this project is going to seriously affect all of the property within it and some even around it and I think that there is good progress made on it, it's a necessary project.

I do think that we have to go a little further though cause I do believe that the people that are affected, some in more, some in less degree, should be somehow compensated and I believe there is a way to keep our alley between Irving and Greenwood open. It might require buying an end piece of property across from the lumberyard or something like that that would open that and give access to it and we also have another ingress through the - Mike's Foreign Car Parts that we would like for your consideration.

It would salvage a lot of that value of that property, especially during construction, I don't know how that's going to be resolved. It's going to be a tough one for a lot of people along there. Somehow I'm sure there's a way out maybe. I was going to talk with Harold Brainerd afterwards and possibly there's a way - I hope there is a way to compensate.

We do need it - we've needed it for 40 years or more that I've been there. It's been a problem but I don't think that the people living there and paying for their property in taxes should have to pay the full price. I believe somehow there should be some public compensation for that. That's the main part of my concern. Thank you.

MR. POOL: Thank you. Is there anyone else that would like to make a statement at this time? I'd like to remind you all that you may submit written statements within a ten-day period, until August 3rd. These should be sent to the Department of Transportation, Commission Services, Transportation Building, Salem, OR 97310.

With no further testimony, I declare this hearing closed. (Hearing adjourned at 8:22 p.m.)

CARD COMMENTS:

FELIX MARCOULIER	Resolve - 1. Devaluation of property by limiting use. 2. Possibility of crossing exit from Greenwood through Mike's Car Parts at 23 Greenwood Ave.
ANNA W. BARTLETT	Close off my garage. Noise bothers apartment renter. Pollution terrible.

GRAY, FANCHER, HOLMES & HURLEY
ATTORNEYS AT LAW
40 N.W. GREENWOOD
BEND, OREGON 97709-1151

ALVIN J. GRAY
BRADLEY D. FANCHER
WILLIAM M. HOLMES
JAMES V. HURLEY
NEIL R. BRYANT
ROBERT S. LOVLIEN
LYNN F. JARVIS

BRIAN MACRITCHIE
DANIEL C. RE

MAILING ADDRESS
P.O. BOX 1151

AREA CODE 503
TELEPHONE 382-4331

August 10, 1982

DALE ALLEN
STATE HIGHWAY DIVISION
REGION ENGINEER
P O BOX 5309
BEND OR 97708

ENVIRONMENTAL SECTION
OREGON STATE HIGHWAY DIVISION
412 TRANSPORTATION BUILDING
SALEM OR 97310

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION ENGINEER
TRANSPORATION BUILDING
SALEM OR 97310

JOHN HOSSICK
PLANNING DIRECTOR
CITY OF BEND
P O BOX 431
BEND OR 97709

ART JOHNSON
CITY MANAGER
P O BOX 431
BEND OR 97709

It is apparent that our protestations regarding the Greenwood Avenue at Division Street overpass are going to be of no avail.

However, we would like at this time to take the opportunity to stress two very important factors.

First, we were shown two different proposals for the construction of the Greenwood underpass. One of them showed a much deeper cut on Greenwood than the other alternative. We feel that not only our building, but the remaining portions of Greenwood between Division Street and Hill Street will be damaged to a significantly lesser amount if the option is adopted calling for a minimum cut and minimum depth for the Greenwood underpass. It is our understanding that this decision will be made by the engineers in Salem and we would hope that you would stress our concern and, I think, the concern of our neighbors, in attempting to minimize the cut on Greenwood Avenue. It will not only cut our building off further from Greenwood Avenue, but it would destroy additional parking places all to no avail.

Second, we want to again stress that the main entrance into downtown Bend should be Hawthorne Avenue rather than Kearney Street. There are a number of reasons. First, Kearney has a peculiar curve in it making access to our parking lot somewhat difficult even now. Also, the removal of parking on Kearney Street is going to make parking situations even more of a problem in this area. Finally, I think it is important for the downtown core to have a logical easy access and it is our opinion that Hawthorne Avenue will provide this access.

We would like to thank you for your cooperation in this matter and I hope that our comments are passed on to the appropriate decision makers. Thank you.

ROBERT S LOVLIEN

cm

ENVIRONMENTAL SECTION
August 11, 1982

cc: J. H. Versteeg
Bob Gormsen

RECEIVED
AUG 12 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1635 N.W 3RD
Bend, Oregon
97701 July 30, '82

To Whom it may Concern;

This letter is to inform you of my objections to the proposed Division St overpass in our city.

I'll start with "need." I assume that if there is not a "need," this project would not be built. I am not sure what constitutes a "need" in your opinion, nor do I know exactly how you figured your traffic percentage increases on page 2, but speaking as a person who travels through that intersection several times a day (including peak traffic times), I can confidently tell you that even if Traffic more than DOUBLED, there would still not be a need for this project. There just isn't that much of a problem.

You also say that we "need" this project so that we can alleviate the Trucks hitting the Greenwood underpass. You have signs and lights all over the place now - what more does the alert truck driver need? You can only protect one from his own shortcomings so far, before your "public good" theory turns into a real sham. Possibly a real bright, blinking "eye catcher" type light (such as the one on 82nd in Portland) might work in this situation hooked up to an electric eye to detect height.

Now, on to the businesses. It seems to me that you're going to put quite a few businesses in dire straits just to let drivers on Greenwood and Division get to their destinations about 2 minutes faster. Certainly by putting no fewer than 6 businesses in the position of relocating (which is risky, even with an established clientele) or going out of business, as well as the tremendous →

devaluation of the real estate itself, cannot possibly be in the "Public Good," or fill any "needs" of any kind that I can see.

I have one more objection, and then I'll close. Being of the LIBERTARIAN political persuasion, I feel that if you really want to do something useful with that 1.2 million dollars, as well as countless hundreds of thousands in upcoming compensations, you'll give it back to the people it was confiscated from in the first place: the TAXPAYERS!!

Thank you for your time, and should you want to contact me for anything further, call anytime 382-6858.

Towards Liberty,

Ralph

RALPH P. THOMAS
1635 N.W. 3RD
BEND, OR. 97701

ENVIRONMENTAL SECTION
August 3, 1982

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Dale Allen
Robert Lammert
John Hagedorn
Dale Wilken
Bob Gormson

AUG 4 1982

July 1982

ROE RE RCE PLA RAE
RTE RECEIVED GEO
RUE AUG RCE
RSO REGION 4 RSE
ASSIGNED

RECEIVED
STATE HWY ENGR
AUG 3 '82
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Greenwood Avenue Undercrossing at Division Street

Gentlemen:

My husband lived at 15 N.W. Greenwood for 26 years. I lived there with him for ten years. During those ten years the Greenwood underpass was always flooded during any heavy rain. The Franklin Avenue underpass and the Third Street underpass were also flooded. They have worked on the drains in the Greenwood underpass many times but never were very successful in improving the drainage problem. We fail to see how the drainage problem will be improved if Greenwood underpass is deepened.

With the installation of the traffic signal at Greenwood and Division there seems to be fewer accidents and fewer vehicles damaged in the underpass itself. The traffice is slowed to a sensible pace by the traffic signal. Although we have moved to our new home, we still have an interest in property on Greenwood. We use that intersection a lot. There is no visible traffic problem with the traffic either on Greenwood or Division. In fact, it is better than when we lived there.

Our son uses this intersection several times daily going to and from work at peak traffic hours. He has never encountered any problems such as sitting through more than one light change.

The winter months can also be a problem when there is snow since the streets are not always maintained as well as they should be. If the Greenwood underpass is deepened it seems to us it would be more hazzardous than it is now. We have seen and heard what happens in the other two underpasses. The sanders are very lax with sanding these areas.

Another thing we object to is the attitude that your people can come in and say this is the way it is. We state our position and objections and then you go right ahead and do what you set out to do anyway. In the meantime the little businessman is forced out and the large businessmen are only inconvenienced.

A neighbor who was widowed four years ago has small apartments connected to her home that she rents out. If the Division Street overpass is built she well lose her income from these apartments due to more traffic and noise. Why? Because there are a chosen few who want all roads to lead to Mt. Bachelor.

Another individual put his life's savings into his business and a building he could call his own someday. He has built a good business for himself only to out now that he stands to lose it all because this Greenwood Avenue will be lowered.

None of your people seem to give a darn about what happens to these people. They like it where they are or they wouldn't be there. You say they can relocate. Sure they can but for some it means starting all over again. It is very unfair that people who are nearing retirement age within the next five to ten years have to receive treatment of this kind.

One comment we keep hearing is that the area will become a slum. That we can do without.

With the economy depressed as it is now we personally feel this is not the time to start a project of this kind. We think you should take a good look at the condition of our existing highways and put them back in first class shape once again. After all it is our (the tax payers) money you are being so generous with.

If further comments are warranted, we may be reached by phone or mail.

Ralph K. Thomas
Dorothy J. Thomas
61799 Ward Road
Bend, Oregon 97702

Phone 382 5161

2334 N. W. Tower Rock Drive
Bend, Oregon 97701
July 29, 1982

Mr. Dale Allen
Region Engineer
Oregon State Highway Department
P. O. Box 5309
Bend, Oregon 97708

Dear Mr. Allen:

The Highway Department is soliciting comment on the Greenwood and Division Street overpass. Improvement to that intersection is needed. No other intersection in Bend, except perhaps Greenwood and Third, needs more attention.

The need for an alternative to Third Street has been exhibited in every plan done for Bend since the 1960's. The BDA plan done in the early 1970's identified a Division Street-type route as important to the vitality of downtown Bend. Prior to the current economic slump, Bend's traffic was the most important item in the average citizen's mind. KGRL, a local radio station had a "man in the sky" to direct local traffic. No other community of 17,000 people needed a "man in the sky."

The City, County, and private sectors of Bend have now piecemealed together an alternative north-south routing to relieve Third Street and accomplish much of what all plans for Bend have identified as the biggest traffic "need." But the Division Street routing is not complete; more is needed; the Greenwood overpass is part of the solution. I urge you to complete it.

Very truly yours,

Bill Smith

William L. Smith

RECEIVED
AUG 2 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE JUL 3[illegible] RDE
RSO REGION 4 RDE
ASSIGNED ____________

CASCADE
Natural Gas
CORPORATION

334 N. E. HAWTHORNE AVENUE
BEND, OREGON 97701

P.O. BOX 5399
BEND, OREGON 97708

July 23, 1982

Oregon Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Subj: Greenwood Avenue Underpass
at Division Street, Bend

Gentlemen:

We were unable to attend your public hearing on the above street improvements so we wish to officially testify in writing.

Cascade Natural Gas Corporation has a 6" gas main on the east side of Division Street running north from the alley between Irving and Greenwood to the northeast corner of the Greenwood-Division intersection. We have a 4" gas main on the north side of Greenwood under the sidewalk below the railroad overpass. At the northeast corner of Greenwood-Division intersection we have a 4" control valve and a tie-in with the 6" gas main. From this tie-in we have a 4" gas main running north on the east side of Division. We also have a service line into Miller Lumber and one to #2 Greenwood (Peetsa Peddler). The mains are our large distribution lines to the north and northwest portions of the City, so it will be necessary to coordinate any construction time-down very closely, preferrably from April through September, at our minimum usage periods.

Because of the depth of the underpass, we also request that the Division Street overpass be designed so we can place our 6" main on or in the structure from Miller Lumber Company to the northeast side of Greenwood where we would install a valve vault in the fill area and use a riser from the 4" main to make our reconnection with the new 6" main.

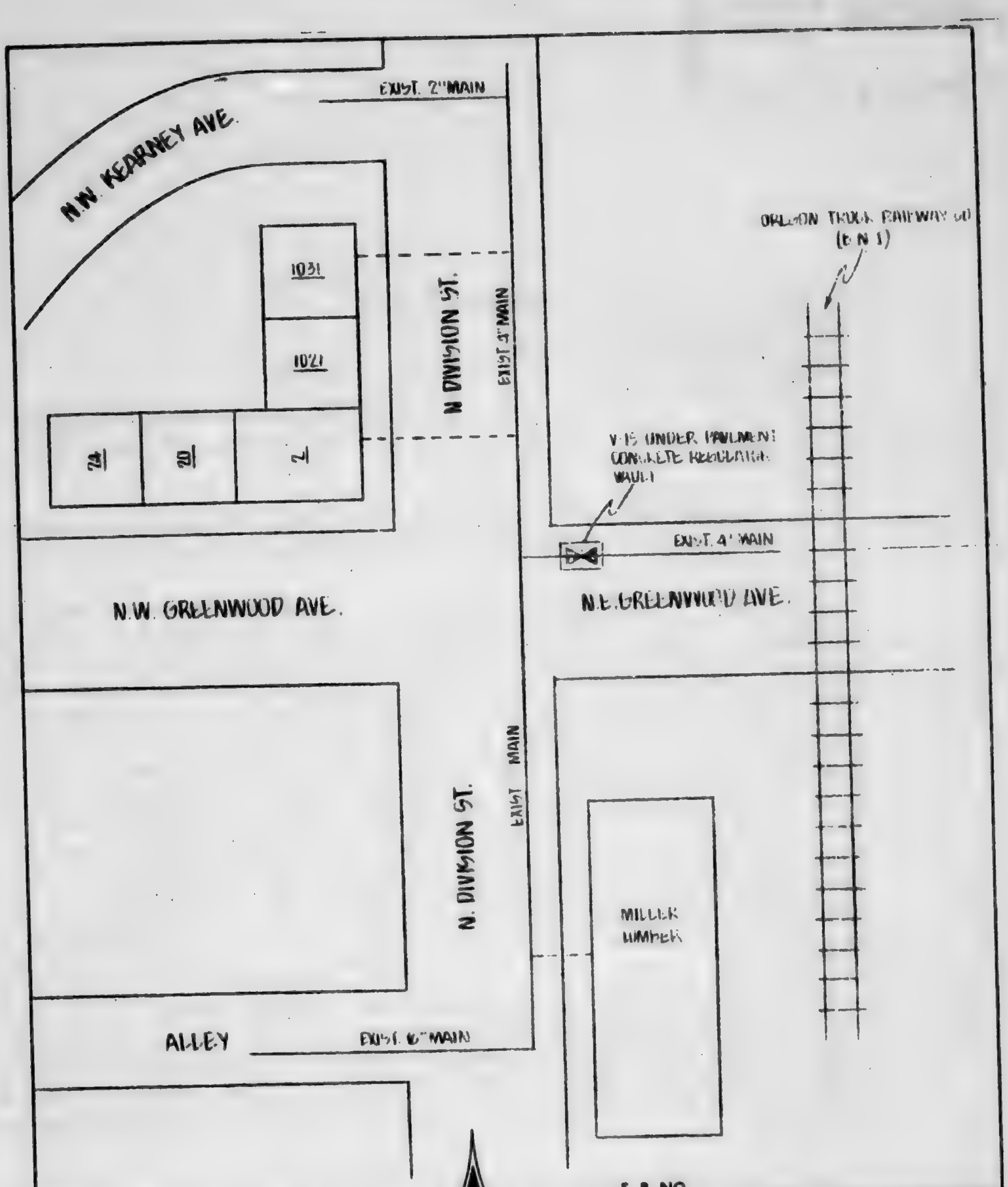
We will appreciate being advised of further developments and will cooperate in any manner that we can.

Thank you.

Rodney Hufstader

Rodney Hufstader
District Manager

cc: Dale Allen, Region Engineer - P. O. Box 5309 - Bend, Or 97708


N.W. KEARNEY AVE.
EXIST. 2" MAIN
1031
1021
24
20
2
N DIVISION ST.
EXIST. 3" MAIN
OREGON TRUNK RAILWAY CO
(B N I)
V-15 UNDER PAVEMENT
CONCRETE REGULATOR
VAULT
EXIST. 4" MAIN
N.W. GREENWOOD AVE.
N.E. GREENWOOD AVE.
N. DIVISION ST.
EXIST. MAIN
MILLER
LUMBER
ALLEY
EXIST. 6" MAIN

E. R. NO.

CASCADE NATURAL GAS CORPORATION
222 Fairview Ave. No.
Seattle, Wash. 98109

N.E. GREENWOOD AVE & N DIVISION ST
LOCATION OF GAS MAINS [illegible]

GRID NO.

Scale NONE	Drawn JIM ROBERTSON
Date 7-25-86	Check.
Eng.	Meas. JIM ROBERTSON
Grid No.	Dwg. No.

Form 167 Rev 10/67

6 N.W. Irving Avenue
Bend, Oregon 97701
July 27, 1982

Oregon Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Gentlemen:

Please consider the following as a statement in protest to the proposed plans for the Greenwood Avenue Undercrossing at Division Street, Central Oregon Spur Highway (Bend) Section in Deschutes County.

If the proposed project is approved, I anticipate that my home at 6 N.W. Irving Avenue since 1946 will no longer be a desirable place to live. In addition to being the family home, the same building includes three (3) rental apartments. The income from the apartments has been a real part of my total income for ten years.

As a result of the projected change in the environment at this location, I believe my home will no longer be livable for me or my tenants. Besides an overwhelming increase in the noise and pollution levels, I will also lose access to my garage and have only limited access to my property from the alley. Also of great concern to me, with the closing of the east entrance of the alley, is possible flooding of my property from the considerable run-off down the alley from rain and melting snow. In addition it would appear that because of an inevitable increase in traffic on Irving Avenue, parking in front of my home would soon be prohibited.

In consideration of the aforementioned reasons, and in view of the impact on other property owners in the area, I must take a position of being in opposition to the project.

Yours truly,

Anna Bartlett
Anna Bartlett

RECEIVED
JUL 30 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"SINCE 1911"
Miller Lumber
BEND
PRINEVILLE
REDMOND
MADRAS

5 N.W. GREENWOOD AVENUE
BEND, OREGON 97701
TELEPHONE (503) 382-2022

PRESENTED AT PUBLIC HEARING

July 22, 1982

TO: Oregon Department of Transportation, Commission Services
121 Transportation Building
Salem, Oregon 97310

FROM: William E. Miller, Pres.
The Miller Lumber Company
5 N. W. Greenwood Avenue
Bend, Oregon 97701

REFERENCE: Greenwood Avenue Undercrossing at Division Street
Central Oregon Spur Highway (Bend) Section

SUBJECT: For several years now, we have openly expressed our concern of the impact the proposed project would have on our business. The Miller Lumber Company is a retail building material supplier. It is one of the older business in Central Oregon and probably the oldest under one family ownership. We take great pride in continuing this operation and plan on doing so as long as possible.

Our concerns are obvious, namely: the loss of the main access to our store; the elimination of 16 - 17 customer parking spaces; the loss of direct access to and exposure from Greenwood Avenue; the possibility of increased difficulty for ingress and egress of our building material sales yard; the possibility in the future of a retail-restrictive 4-lane Division Street; and the likely difficulty of continuing operations during construction.

It appears there may be some possibilities during planning, design, and construction that could help in minimizing the damage to our operation; such as the possible consideration of the following:

1. The construction of a retaining wall plus fill material and pavement for utilization from Division Street of the obliterated area north of our store.
2. The maintenance of satisfactory elevations and the construction of adequate drainage to allow continued useage of our existing-yard exit to Division Street approximately 60 ft. north of Irving Street.
3. The assurance that Division Street south of the alley in Block 25 will be kept open and clear during construction along with Irving Street and the other streets to the south. Also, that left turn will be allowed off Greenwood to Hill Street during this construction period.

4. The allowance of extra curb cuts at the south end of our yard property between Hawthorne and Greeley Streets for easy access to our yard, store, and parking.

5. The continuance of left turns from Greenwood to Hill Street and Hill to Irving Street after construction is completed; also, the continuance of reasonable posted speeds of 30 - 35 MPH. on Division Street.

6. The assurance that Division Street will remain three lanes for an indefinite period time.

We disagree with the statement in third paragraph on page 7 of the Environmental Assessment publication as follows:

> "The project area ----, vegetation of any kind is essentially nonexistant, except in some yards of houses along Irving Street."

We have an underground sprinkling system serving various trees and shrubs for 140' along the west side of our store building directly effected by the project. This same landscaping continues 600' further to the south to the end of our property. Also, there is another underground system with landscaping for 45' along the east side of our business office in the middle of the project area.

Additional Comments:

> I personally have mixed emotions regarding the project. The impact on our business will be great and negative, but the proposed project is an immediate necessity. We are at a point of no return in regard to the complete Division Street project with considerable investment in both ends and a bottleneck in the middle. I agree with Mr. Thomas' testimony that years ago we should have done a better job of long-range planning of our main traffic routes; but we didn't, and those of us who were here then are to blame. It now appears that the completion of Division Street is the best and quickest "solution" to our immediate problems.

cc-- Dale D. Allen, Region Engineer

Bend Ore.
July 28-82

Ore. Dept. of Trans.

Dear Sirs:

I am writing concerning the Greenwood and Division St. plan here in Bend. I say forget it. There is nothing wrong with the Intersection as it is. If you people have any money to spend in this area, I wish that you would strongly consider a 4 lane overpass at the railroad crossing on South Third St. This would eliminate the bottleneck and the combination swimming pool and skating rink that occures every time we have any rainfall or snow. Please think about it.

C. L. Terry
60995 Aspen Dr.
Bend Ore
97702

RECEIVED
JUL 29 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1-23-82

RECEIVED
JUL 20 1982
COMM[illegible] [illegible]VICES
DEPART[illegible] OF TRANSPORTATION

Commissioners,

It is my opinion this Greenwood Project Should Not Be attempted

People wishing to use Division now have Good Access To it at the Greenwood Crossing.

I do not like to see Properous, Established, Businesses affected in this manner either.

I believe as it is now, Division St. has accomplished much, and is sufficent.

If we have extra funds, why not tackle the one that's a thorn in everyone's side, & always will be until dealt with. 3RD Street Underpass

Thank You,

Ed Neff

E. Neff
22410 Alfalfa Rd.
Bend, Ore.
97701

GREETINGS :

I AM WRITING IN SUPPORT OF THE PLANNED OVERPASS ACROSS GREENWOOD AVENUE AT DIVISION STREET IN BEND. COMPLETION OF THIS PHASE IN THE FURTHER DEVELOPMENT OF THE DIVISION STREET BYPASS IS ESSENTIAL FOR THE SUCCESS OF THE PROJECT. I HAVE FOUND THE IMPROVED DIVISION STREET TO BE A REAL IMPROVEMENT TO BEND'S TRANSPORTATION PATTERN. PLEASE KEEP UP THE GOOD WORK. SINCERELY, Peter Geiser

PETER GEISER
97 NW Shasta Place
Bend, OR 97701

7-28-82
F. Marcoulier
63320 Hwy 97 N.
Bend, Ore. 97701
Ph. 382-2835

RECEIVED
JUL 29 1982
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

Dept of Transportation
Salem, Ore.

Sirs,

As a seriously effected property owner of over 40 years within the Greenwood Ave. Undercrossing area, I would like to request and suggest these changes or additions in planning to salvage as much usage and value as possible.

① an access entry only into present entry between Mikes Carparts (23 Greenwood) and Mid State Meats (5 Hy).
From the engineers scaling (aprox 10 inches lowering) at this point Could be Compensated for.

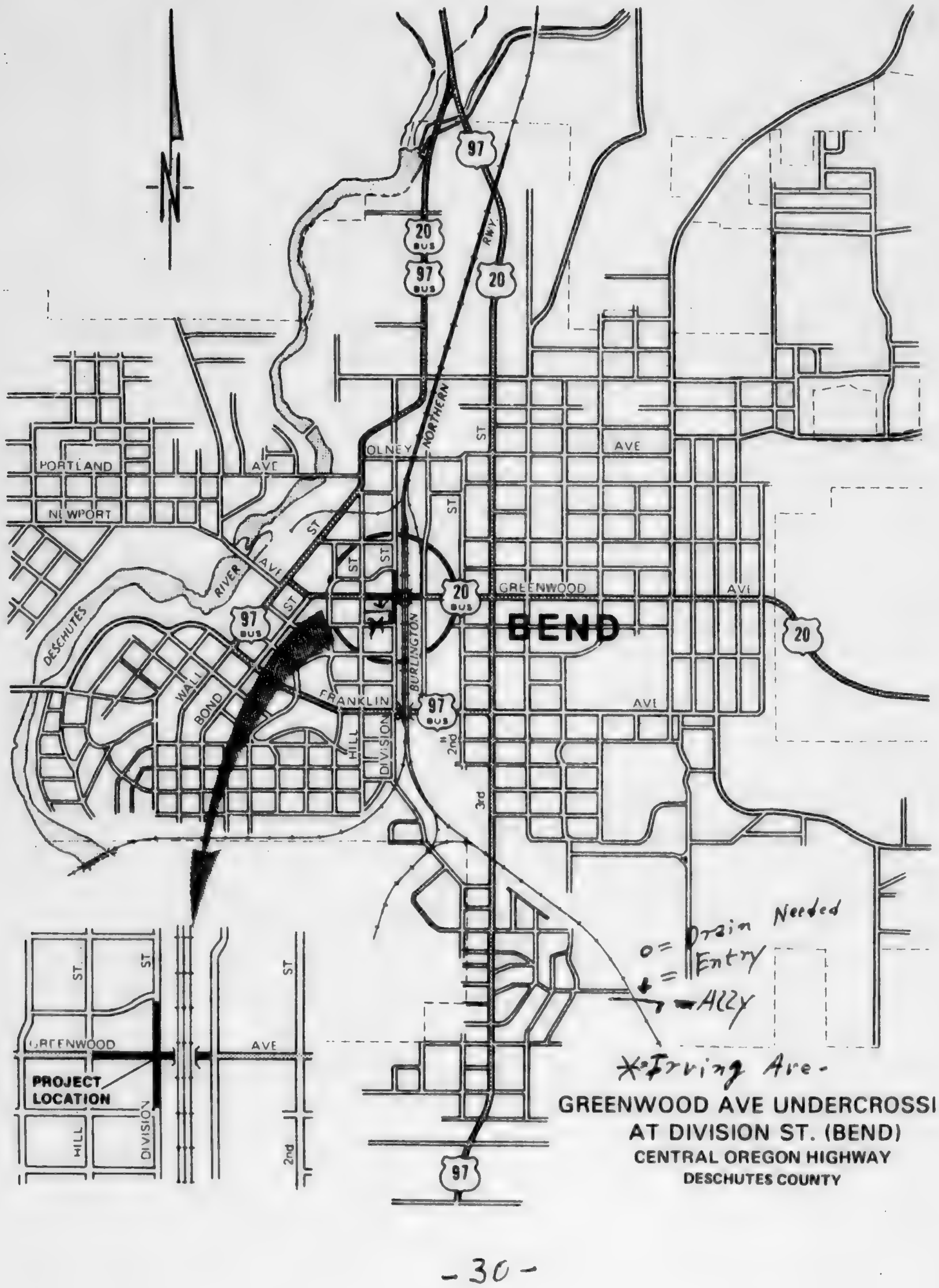
② Fire danger from a dead end alley behind Could be a disaster for fire equipment.
Buying a place on the east end of the alley facing Irving Ave to use as an exit could solve this.

③ This same alley becomes a river during rain - and a Torrent after snow. It must have a good drain easily serviced quite often.

④ Developing parking off this same alley Could salvage a lot of the usage of property in this area.

For your consideration - Thank you,
Felix V. Marcoulier

ATTACHMENT TO FELIX MARCOULIER
LETTER


N
97
20 BUS
97 BUS
20
NORTHERN RWY
PORTLAND AVE
NEWPORT
OLNEY
ST
AVE
RIVER AVE
ST
DESCHUTES
97 BUS
GREENWOOD AVE
20 BUS
BEND
20
WALL
BOND
FRANKLIN
BURLINGTON
HILL
DIVISION
97 BUS
2nd
3rd
AVE
97
ST
GREENWOOD AVE
PROJECT LOCATION
HILL
DIVISION
2nd

o= Drain Needed
↓ = Entry
→ = Alley

*Irving Ave-

GREENWOOD AVE UNDERCROSSI
AT DIVISION ST. (BEND)
CENTRAL OREGON HIGHWAY
DESCHUTES COUNTY

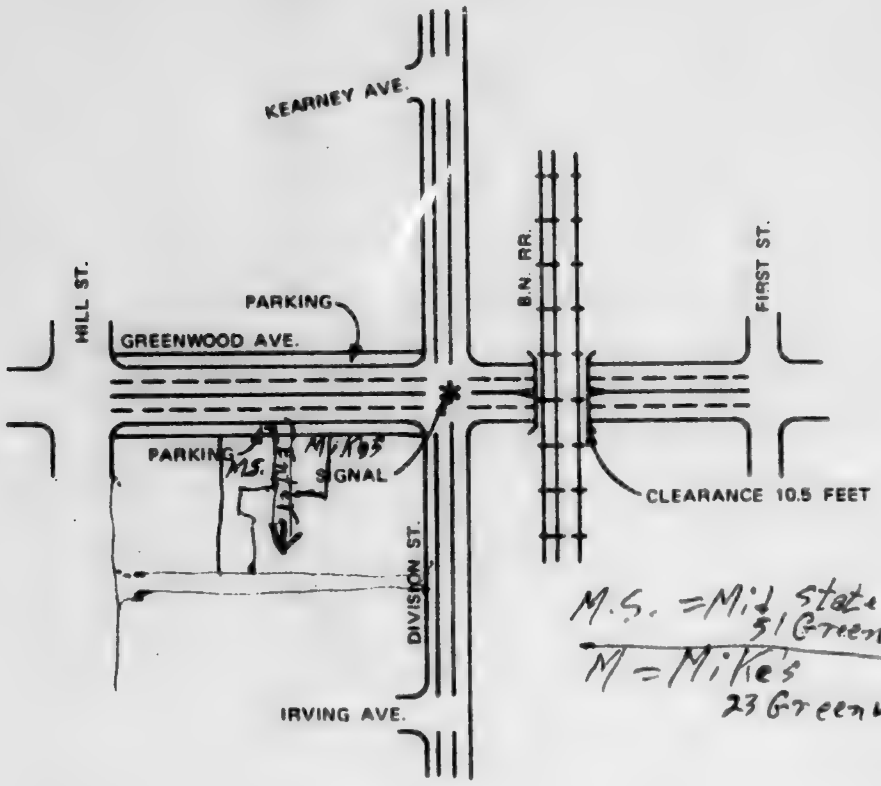
ATTACHMENT TO FELIX MARCOULIER LETTER

FIGURE 3

ROADWAY CONFIGURATION AND TYPICAL SECTIONS

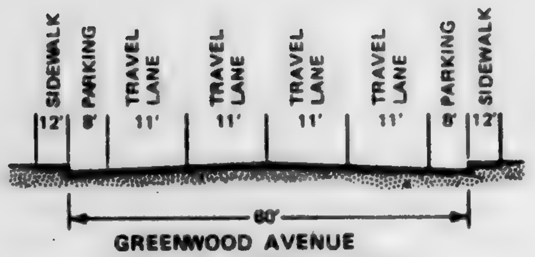
ALTERNATIVE 1

(Existing Conditions)

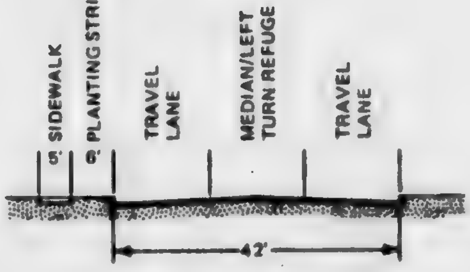

KEARNEY AVE.
HILL ST.
PARKING
GREENWOOD AVE.
PARKING
M.S.
Mikes
SIGNAL
B.N. RR.
FIRST ST.
CLEARANCE 10.5 FEET
DIVISION ST.
IRVING AVE.

M.S. = Mid State Meat
51 Greenwood

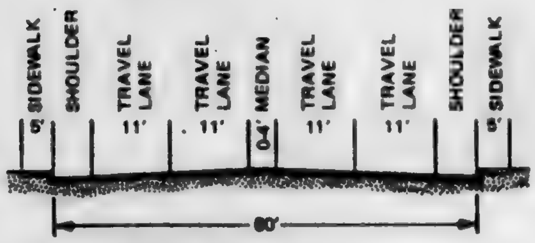
M = Mike's
23 Greenwood


SIDEWALK
PARKING
TRAVEL LANE
TRAVEL LANE
TRAVEL LANE
TRAVEL LANE
PARKING
SIDEWALK
12'
8'
11'
11'
11'
11'
8'
12'
80'

GREENWOOD AVENUE
WEST OF DIVISION STREET


SIDEWALK
PLANTING STRIP
TRAVEL LANE
MEDIAN/LEFT TURN REFUGE
TRAVEL LANE
5'
6'
42'

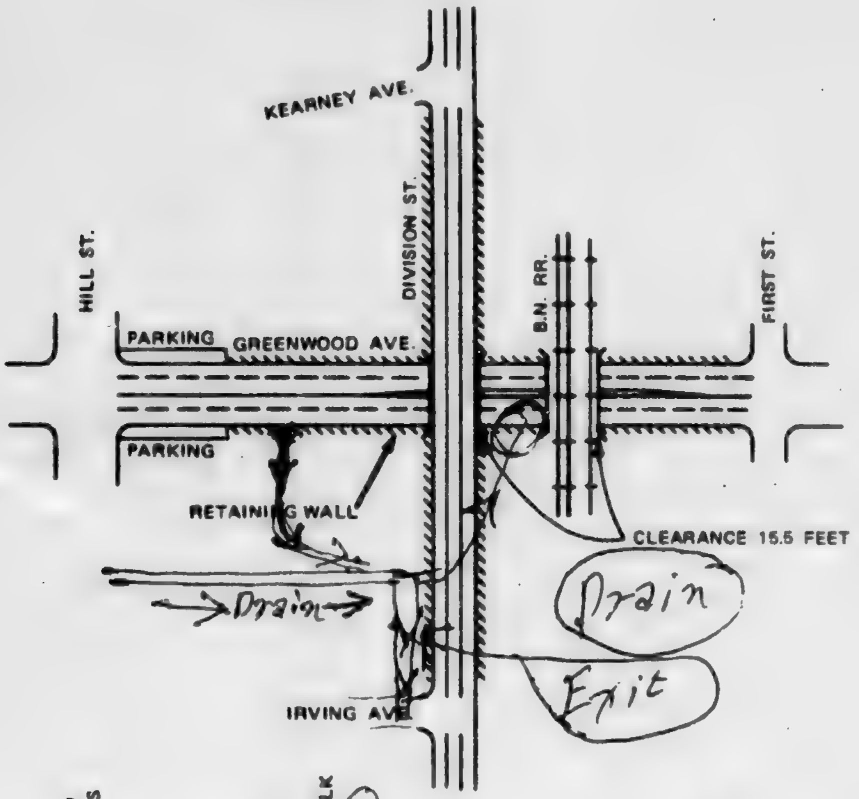
DIVISION STREET
NEAR GREENWOOD AVENUE

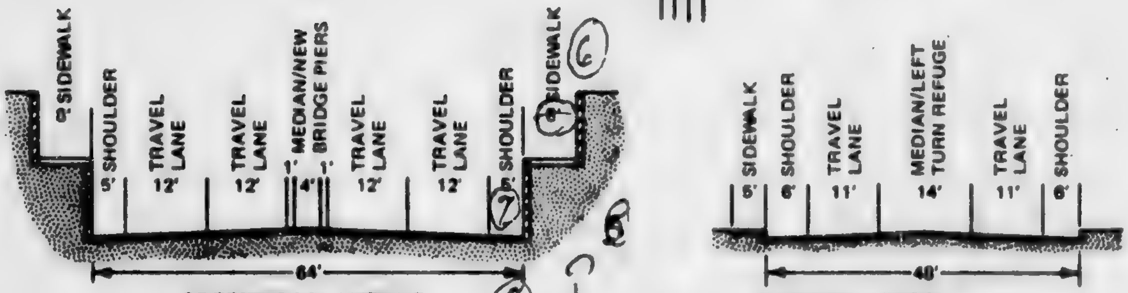

SIDEWALK
SHOULDER
TRAVEL LANE
TRAVEL LANE
MEDIAN
TRAVEL LANE
TRAVEL LANE
SHOULDER
SIDEWALK
5'
11'
11'
04'
11'
11'
5'
80'

GREENWOOD AVENUE
EAST OF DIVISION STREET

FIGURE 4
ROADWAY CONFIGURATION AND TYPICAL SECTIONS

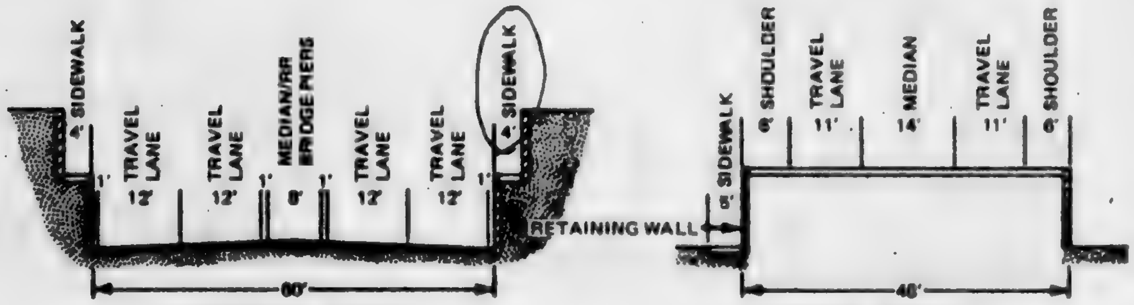
ALTERNATIVE 2


KEARNEY AVE.
HILL ST.
DIVISION ST.
B.N. RR.
FIRST ST.
PARKING
GREENWOOD AVE.
PARKING
RETAINING WALL
CLEARANCE 15.5 FEET
Drain
Drain
Exit
IRVING AVE.


SIDEWALK
SHOULDER
TRAVEL LANE
TRAVEL LANE
MEDIAN/NEW BRIDGE PIERS
TRAVEL LANE
TRAVEL LANE
SHOULDER
SIDEWALK
6
5'
12'
12'
1'
4'
1'
12'
12'
7
8
?
!
64'
SIDEWALK
SHOULDER
TRAVEL LANE
MEDIAN/LEFT TURN REFUGE
TRAVEL LANE
SHOULDER
5'
6'
11'
14'
11'
6'
48'

GREENWOOD AVENUE AT DIVISION STREET ⑧

DIVISION STREET AT NORTH AND SOUTH ENDS


SIDEWALK
TRAVEL LANE
TRAVEL LANE
MEDIAN/RR BRIDGE PIERS
TRAVEL LANE
TRAVEL LANE
SIDEWALK
1'
12'
12'
1'
8'
1'
12'
12'
1'
60'
SIDEWALK
SHOULDER
TRAVEL LANE
MEDIAN
TRAVEL LANE
SHOULDER
5'
6'
11'
14'
11'
6'
RETAINING WALL
48'

GREENWOOD AVENUE AT B.N. RAILROAD

DIVISION STREET AT GREENWOOD AVENUE

Division overpass hearing tonight

Tonight will tell whether Bend residents bear as much affection for a planned overpass across Greenwood Avenue at Division street as state and city officials have.

The state Highway Division has scheduled a public hearing at 7:30 p.m. in the Big Deschutes Room of the Riverhouse Motor Inn to hear comments on the proposal for the $1.2 million project.

The work, for which the state is paying, could begin as early as next spring.

Besides the overpass, the project will include lowering Greenwood between Hill and First streets. The lower elevation will allow 15 feet of clearance under the new overpass and the existing railroad bridge.

That means trucks will be allowed to pass beneath the two overpasses. The railroad structure now stands only 10 feet above the street, making it necessary for trucks to detour off of Greenwood.

Construction of the overpass — a structure that would be essentially the same as the one that spans Franklin Avenue — would require reconstruction of Division between Kearney and Irving avenues.

The traffic signal at Greenwood and Division would be removed.

The project will reduce parking and access to some businesses at the intersection.

The Miller Lumber Co., 1 NW Greenwood, will lose the use of its parking lot that borders Greenwood unless it elevates the lot.

Nine parking spaces will be eliminated on the north side of Greenwood immediately west of Division as will seven on the south side. That will leave a total of 10 spaces on both sides.

Starting in August, the city also will begin to widen a section of Division between Deschutes Place and Lafayette Avenue. The work is expected to be done by October.

Anyone may testify at tonight's meeting or send written comments to the Highway Division within 10 days of the hearing.

Written testimony should be sent to the Oregon Department of Transportation, Commission Services, 121 Transportation Building, Salem, Ore. 97310.

P O Box 3024
Sunriver, Oregon 97702
23 July 1982

Oregon Department of Transportation
Salem, Oregon

Gentlemen:

As a most frequent commuter-shopper into and out of Bend, it is my most respectfully, serious opinion that the funds could much better be spent on a project to widen 3rd Street (Highway 97) through and under the Burlington Northern over-pass at Burnside Avenue, a few hundred yards south of Franklin Avenue.

Thank you,

L. P. CHISHOLM

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE AUG RDE
RSO REGION 4 RBE
ASSIGNED________

Brooks Resources Corporation
416 N.E. Greenwood
Post Office Box 6119
Bend, Oregon 97708
Phone: (503) 382-1662

August 2, 1982

Dale Allen
Regional Highway Engineer
63055 N. Highway 97
Bend, Oregon 97701

Dear Dale:

We have carefully reviewed your proposed plans for the Division Street/Greenwood overpass and we commend you for a well planned project. When completed, the project will significantly improve traffic flow in that area. We are in full support of the project.

Best wishes.

Sincerely,

Mike Hollern
Michael P. Hollern
Chairman

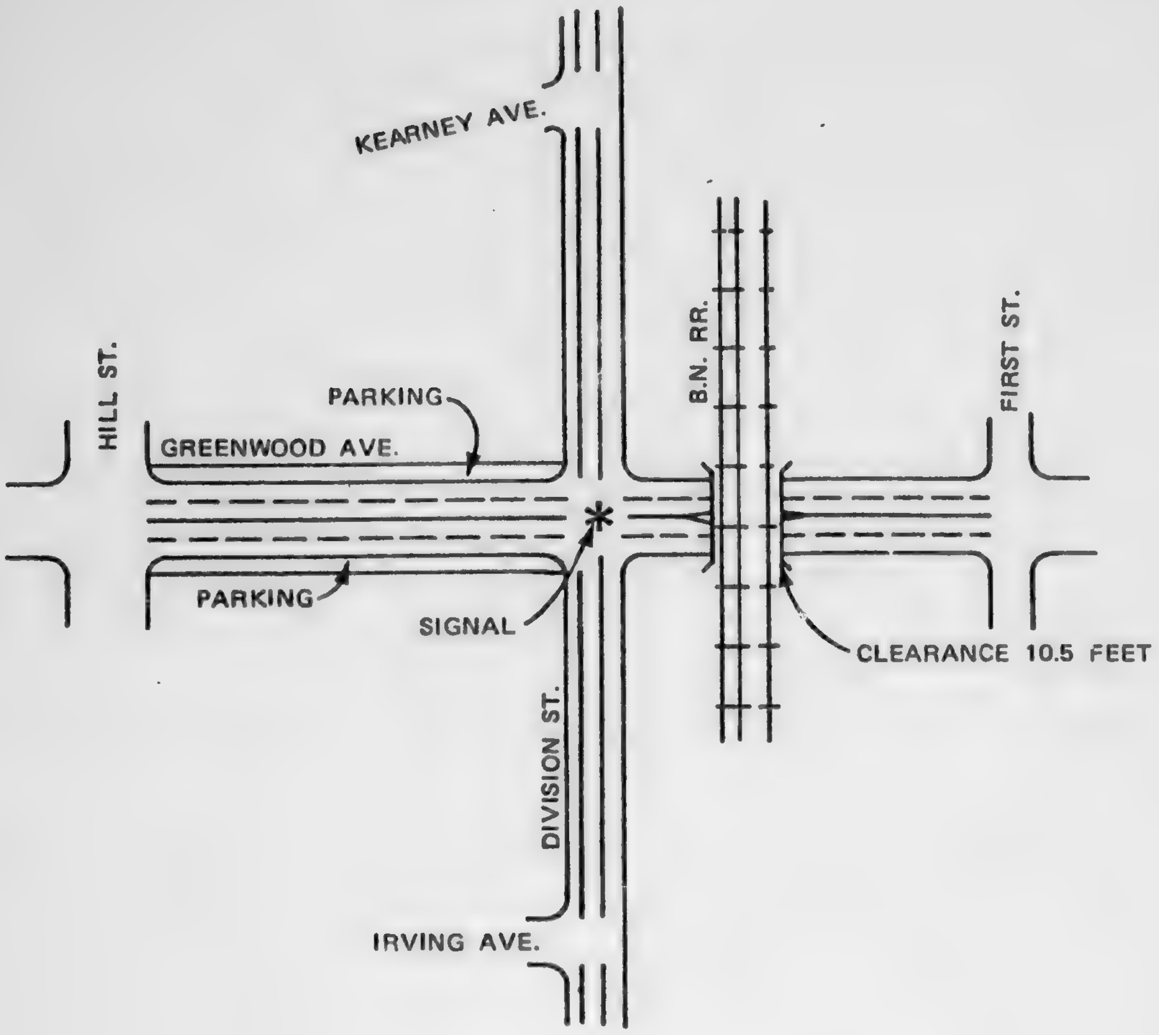
MPH/ala

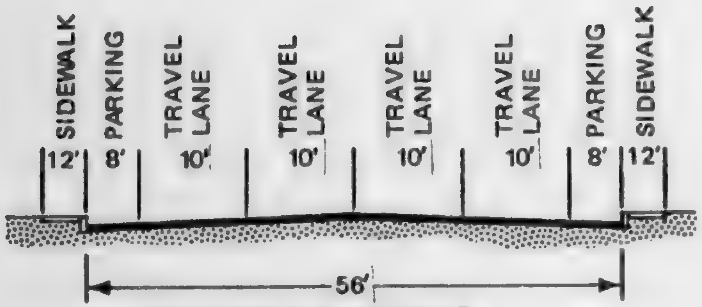
ORG TO Terpin
DAllen

RECEIVED
AUG 09 1982
LOCATION SECTION

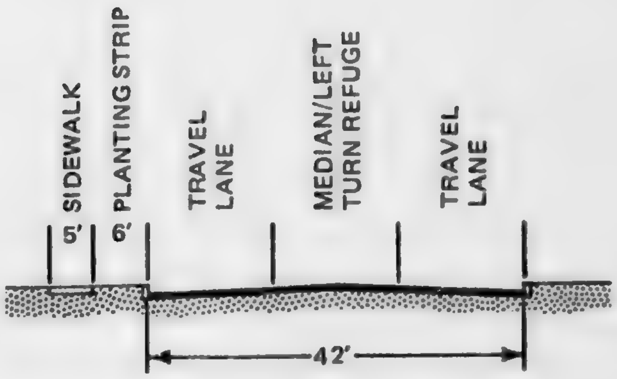
ROADWAY CONFIGURATION AND TYPICAL SECTIONS

Existing Conditions

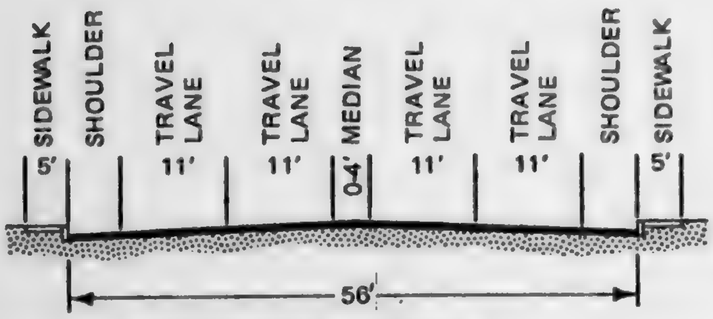

KEARNEY AVE.
B.N. RR.
FIRST ST.
HILL ST.
PARKING
GREENWOOD AVE.
*
PARKING
SIGNAL
CLEARANCE 10.5 FEET
DIVISION ST.
IRVING AVE.


SIDEWALK
PARKING
TRAVEL LANE
TRAVEL LANE
TRAVEL LANE
TRAVEL LANE
PARKING
SIDEWALK
12'
8'
10'
10'
10'
10'
8'
12'
56'

GREENWOOD AVENUE
WEST OF DIVISION STREET


SIDEWALK
PLANTING STRIP
TRAVEL LANE
MEDIAN/LEFT TURN REFUGE
TRAVEL LANE
5'
6'
42'

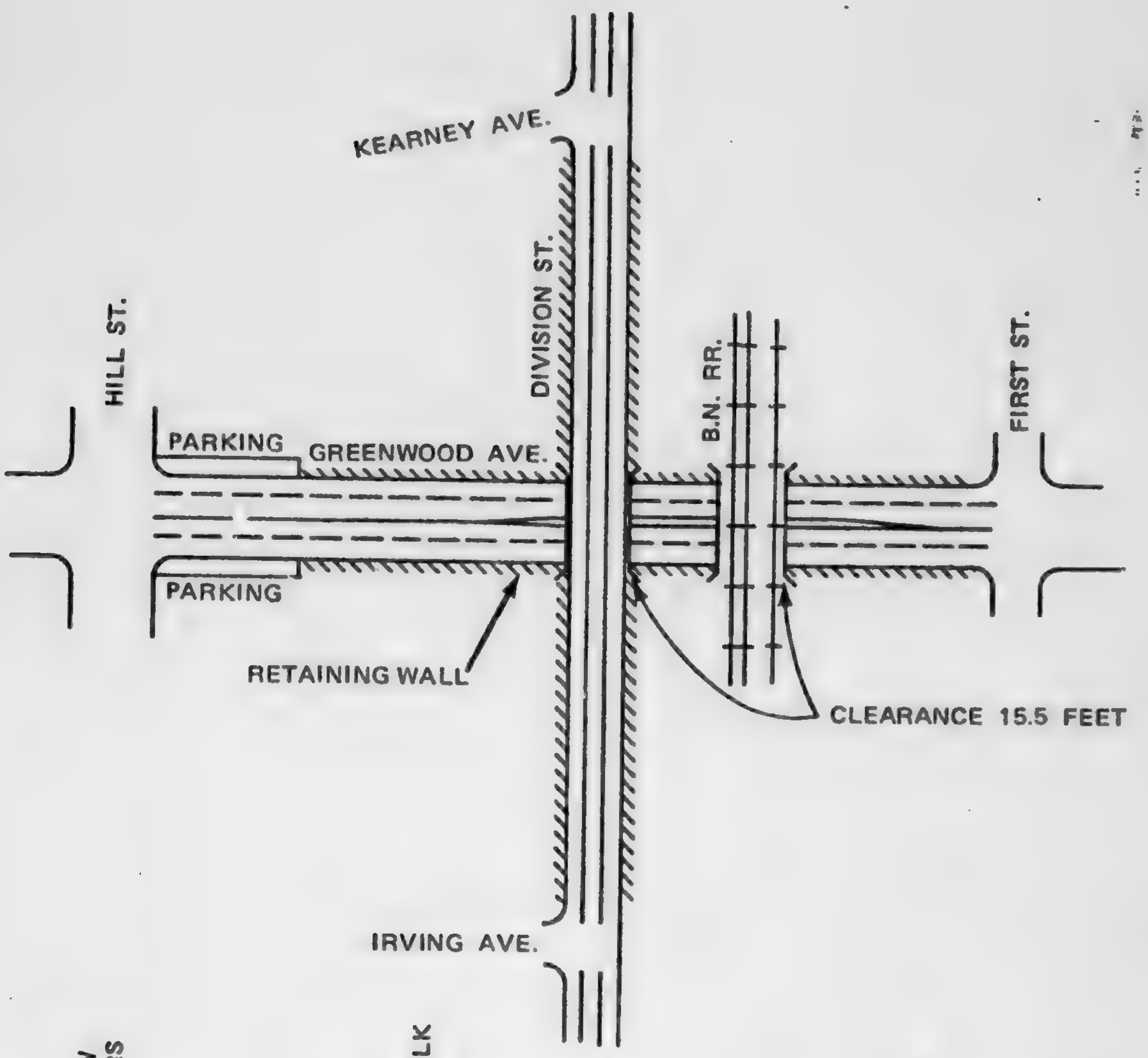
DIVISION STREET
NEAR GREENWOOD AVENUE

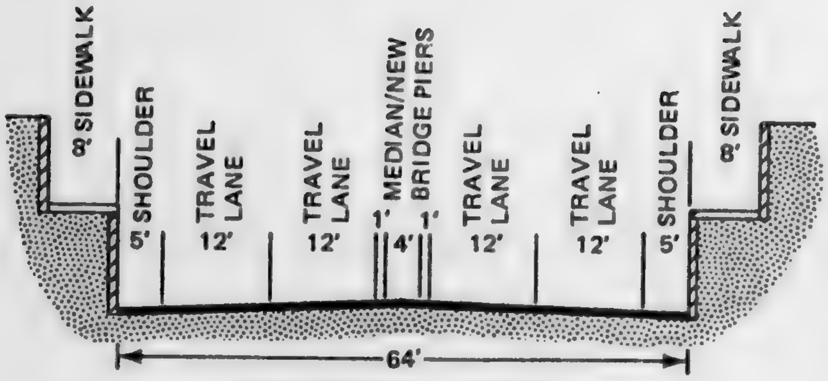

SIDEWALK
SHOULDER
TRAVEL LANE
TRAVEL LANE
MEDIAN
TRAVEL LANE
TRAVEL LANE
SHOULDER
SIDEWALK
5'
11'
11'
0-4'
11'
11'
5'
56'

GREENWOOD AVENUE
EAST OF DIVISION STREET

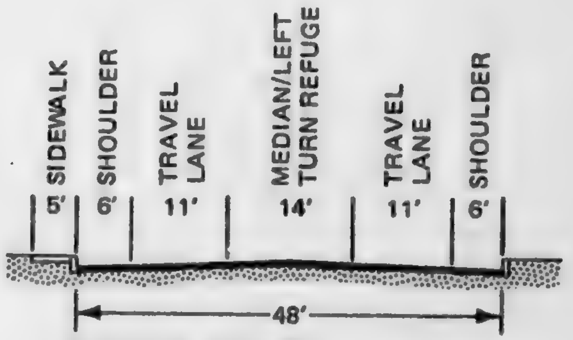
ROADWAY CONFIGURATION AND TYPICAL SECTIONS

BUILD ALTERNATIVE

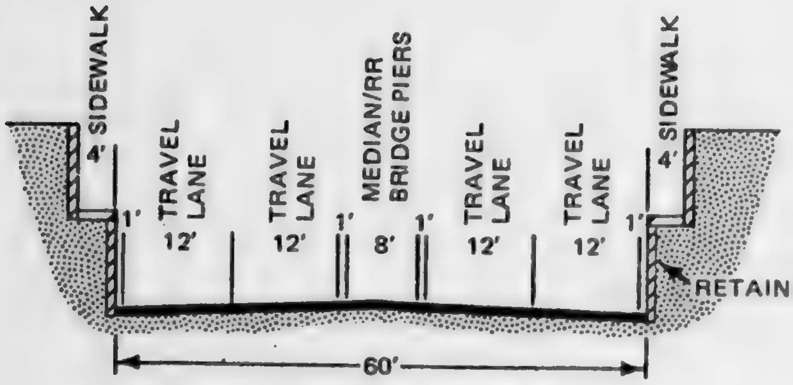

KEARNEY AVE.
DIVISION ST.
HILL ST.
B.N. RR.
FIRST ST.
PARKING
GREENWOOD AVE.
PARKING
RETAINING WALL
CLEARANCE 15.5 FEET
IRVING AVE.


8' SIDEWALK
SHOULDER
5'
TRAVEL LANE
12'
TRAVEL LANE
12'
1'
MEDIAN/NEW BRIDGE PIERS
4'
1'
TRAVEL LANE
12'
TRAVEL LANE
12'
SHOULDER
5'
8' SIDEWALK
64'

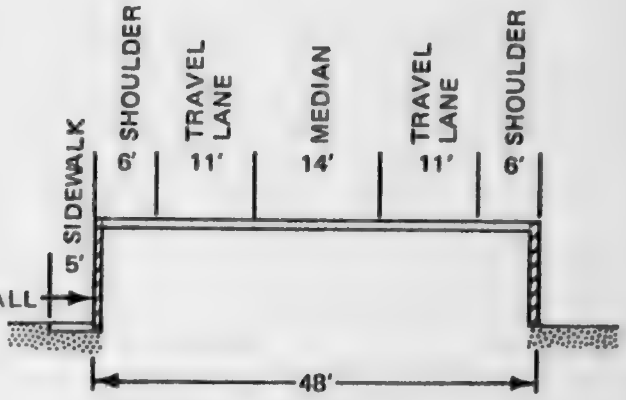
GREENWOOD AVENUE
AT DIVISION STREET


SIDEWALK
5'
SHOULDER
6'
TRAVEL LANE
11'
MEDIAN/LEFT TURN REFUGE
14'
TRAVEL LANE
11'
SHOULDER
6'
48'

DIVISION STREET
AT NORTH AND SOUTH ENDS


SIDEWALK
4'
1'
TRAVEL LANE
12'
TRAVEL LANE
12'
1'
MEDIAN/RR BRIDGE PIERS
8'
1'
TRAVEL LANE
12'
TRAVEL LANE
12'
1'
SIDEWALK
4'
RETAINING WALL
60'

GREENWOOD AVENUE
AT B.N. RAILROAD


SIDEWALK
5'
SHOULDER
6'
TRAVEL LANE
11'
MEDIAN
14'
TRAVEL LANE
11'
SHOULDER
6'
48'

DIVISION STREET
AT GREENWOOD AVENUE

9711 Con 19-4

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Ben Gifford
Project Management

DATE: September 20, 198~~1~~2

FROM: Dale D. Allen
Dale D. Allen
Region Engineer

SUBJECT: Greenwood Avenue Undercrossing
at Division Street
9-1915

NOTED
E. S. HUNTER

This location will probably be submitted to Salem by the 10th of October, 1982, date shown on the run. Then if the FEIS is completed by 1 December, 1982 (as per the run), we feel that the 14 months for Right of Way can be *discounted as duration time and allow the tentative letting date to be F3QTR83. Fiscal year 1983 is the date set forth in the Six Year HIP.

This office has discussed the Spring-Summer 1983 letting date with E.S. Hunter and it was his opinion that time frame was realistic. That date was also given to the public and utilities at our hearings.

*There will not be a physical taking of R/W. The R/W work involved will be regarding damages and can be accomplished before or during construction.

DDA:pw

cc: E.S.Hunter ✓
W. Hart

RECEIVED
TECHNICAL SERVICES
SEP 21 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Apl	File

81-125-1307

Contains Recycled Materials

991

CON 19-4

GRAY, FANCHER, HOLMES & HURLEY
ATTORNEYS AT LAW
40 N.W. GREENWOOD
BEND, OREGON 97709-1151

ALVIN J. GRAY
BRADLEY D. FANCHER
WILLIAM M. HOLMES
JAMES V. HURLEY
NEIL R. BRYANT
ROBERT S. LOVLIEN
LYNN F. JARVIS

BRIAN MACRITCHIE
DANIEL C. RE

MAILING ADDRESS
P.O. BOX 1151

AREA CODE 503
TELEPHONE 382-4331

August 10, 1982

DALE ALLEN
STATE HIGHWAY DIVISION
REGION ENGINEER
P O BOX 5309
BEND OR 97708

ENVIRONMENTAL SECTION
OREGON STATE HIGHWAY DIVISION
412 TRANSPORTATION BUILDING
SALEM OR 97310

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION ENGINEER
TRANSPORATION BUILDING
SALEM OR 97310

JOHN HOSSICK
PLANNING DIRECTOR
CITY OF BEND
P O BOX 431
BEND OR 97709

ART JOHNSON
CITY MANAGER
P O BOX 431
BEND OR 97709

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 11 '82
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒	☐	☐	☐	☐	☐	☒

It is apparent that our protestations regarding the Greenwood Avenue at Division Street overpass are going to be of no avail.

However, we would like at this time to take the opportunity to stress two very important factors.

First, we were shown two different proposals for the construction of the Greenwood underpass. One of them showed a much deeper cut on Greenwood than the other alternative. We feel that not only our building, but the remaining portions of Greenwood between Division Street and Hill Street will be damaged to a significantly lesser amount if the option is adopted calling for a minimum cut and minimum depth for the Greenwood underpass. It is our understanding that this decision will be made by the engineers in Salem and we would hope that you would stress our concern and, I think, the concern of our neighbors, in attempting to minimize the cut on Greenwood Avenue. It will not only cut our building off further from Greenwood Avenue, but it would destroy additional parking places all to no avail.

Second, we want to again stress that the main entrance into downtown Bend should be Hawthorne Avenue rather than Kearney Street. There are a number of reasons. First, Kearney has a peculiar curve in it making access to our parking lot somewhat difficult even now. Also, the removal of parking on Kearney Street is going to make parking situations even more of a problem in this area. Finally, I think it is important for the downtown core to have a logical easy access and it is our opinion that Hawthorne Avenue will provide this access.

We would like to thank you for your cooperation in this matter and I hope that our comments are passed on to the appropriate decision makers. Thank you.

ROBERT S LOVLIEN

cm

Com 19-4

PLA

August 9, 1982

Ralph and Dorothy Thomas
61799 Ward Road
Bend, Oregon 97702

This letter is in response to your comments on the proposed Greenwood-Division Street project in the City of Bend.

The final decision on whether to proceed with this project has not been made and will not be made until all public input has been carefully reviewed.

Your comments will be included with the information received at the public hearing.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

DA:mr st

bc H. S. Coulter
Frank Terpin
Dale D. Allen

July , 1982

RECEIVED
STATE HWY ENGR
AUG 3 '82
REFER TO Allen
FOR
Info Inves [✓ R/D] D/R Sign Act File

cy 8-3-82
R/D due 8-13-82

Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Greenwood Avenue Undercrossing at Division Street

Gentlemen:

My husband lived at 15 N.W. Greenwood for 26 years. I lived there with him for ten years. During those ten years the Greenwood underpass was always flooded during any heavy rain. The Franklin Avenue underpass and the Third Street underpass were also flooded. They have worked on the drains in the Greenwood underpass many times but never were very successful in improving the drainage problem. We fail to see how the drainage problem will be improved if Greenwood underpass is deepened.

With the installation of the traffic signal at Greenwood and Division there seems to be fewer accidents and fewer vehicles damaged in the underpass itself. The traffic is slowed to a sensible pace by the traffic signal. Although we have moved to our new home, we still have an interest in property on Greenwood. We use that intersection a lot. There is no visible traffic problem with the traffic either on Greenwood or Division. In fact, it is better than when we lived there.

Our son uses this intersection several times daily going to and from work at peak traffic hours. He has never encountered any problems such as sitting through more than one light change.

The winter months can also be a problem when there is snow since the streets are not always maintained as well as they should be. If the Greenwood underpass is deepened it seems to us it would be more hazzardous than it is now. We have seen and heard what happens in the other two underpasses. The sanders are very lax with sanding these areas.

Another thing we object to is the attitude that your people can come in and say this is the way it is. We state our position and objections and then you go right ahead and do what you set out to do anyway. In the meantime the little businessman is forced out and the large businessmen are only inconvenienced.

A neighbor who was widowed four years ago has small apartment connected to her home that she rents out. If the Division Street overpass is built she well lose her income from these apartments due to more traffic and noise. Why? Because there are a chosen few who want all roads to lead to Mt. Bachelor.

Another individual put his life's savings into his business and a building he could call his own someday. He has built a good business for himself only to out now that he stands to lose it all because this Greenwood Avenue will be lowered.

None of your people seem to give a darn about what happens to these people. They like it where they are or they wouldn't be there. You say they can relocate. Sure they can but for some it means starting all over again. It is very unfair that people who are nearing retirement age within the next five to ten years have to receive treatment of this kind.

One comment we keep hearing is that the area will become a slum. That we can do without.

With the economy depressed as it is now we personally feel this is not the time to start a project of this kind. We think you should take a good look at the condition of our existing highways and put them back in first class shape once again. After all it is our (the tax payers) money you are being so generous with.

If further comments are warranted, we may be reached by phone or mail.

Ralph K. Thomas
Dorothy J. Thomas
61799 Ward Road
Bend, Oregon 97702

Phone 382 5161

9917

1635 N.W. 3RD
Bend, Oregon
97701
Corr 19-4 ?

July 30, 82

NOTED
E. S. HUNTER

To Whom it may Concern;

This letter is to inform you of my objections to the proposed Division St. overpass in our city.

I'll start with "need." I assume that if there is not a "need," this project would not be built. I am not sure what constitutes a "need" in your opinion, nor do I know exactly how you figured your traffic percentage increases on page 2, but speaking as a person who travels through that intersection several times a day (including peak traffic times), I can confidently tell you that even if Traffic more than DOUBLED, there would still not be a need for this project. There just isn't that much of a problem.

You also say that we "need" this project so that we can alleviate the trucks hitting The Greenwood underpass. You have signs and lights all over the place now - what more does the alert truck driver need? You can only protect one from his own shortcomings so far, before your "public good" theory turns into a real sham. Possibly a real bright, blinking "eye catcher" type light (such as the one on 82nd in Portland) might work in this situation hooked up to an electric eye to detect height.

Now, on to the businesses. It seems to me that you're going To put quite a few businesses in dire straits just to let drivers on Greenwood and Division get to their destinations about 2 minutes faster. Certainly by putting no fewer than 6 businesses in the position of relocating (which is risky, even with an established clientele) or going out of business, as well as the tremendous →

devaluation of the real estate itself, cannot possibly be in the "Public Good," or fill any "needs" of any kind that I can see.

I have one more objection, and then I'll close. Being of the LIBERTARIAN political persuarion, I feel that if you really want to do something useful with that 1.2 million dollars, as well as countless hundreds of thousands in upcoming compensations, you'll give it back to the people it was confiscated from in the first place: the TAXPAYERS!!

Thank you for your time, and should you want to contact me for anything further, call anytime 382-6858.

Towards Liberty,

Ralph

RALPH P. THOMAS
1635 N.W. 3RD
BEND, OR. 97701

ENVIRONMENTAL SECTION
August 3, 1982

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Dale Allen
Robert Lammert
John Hagedorn
Dale Wilken
Bob Gormson

RECEIVED
TECHNICAL SERVICES
AUG 4 '82
REFER TO
FOR
Info Invest R/D D/R Sign Act File

Con 19-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
AUG 6 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to File No.: ENV 3

August 6, 1982

Mr. Howard Harris
Mr. John Hector
Department of Environmental Quality
P.O. Box 1760
Portland, OR 97207

RE: Environmental Assessment
Greenwood Avenue U-Xing @ Division St.
Deschutes County
PNRS #OR820610-028-2

Gentlemen:

The State Clearinghouse reviewed your comments on the subject project and indicated potential conflicts may exist between DEQ's program and the Greenwood project. Accordingly, members of my staff have been in contact with you and the City of Bend.

This letter is intended to report that coordination and clarify some of the points made in the comments.

Noise

The Highway Division has thoroughly investigated all reasonable avenues of mitigation and found none to be feasible within the project termini. That documentation is contained in the noise study report (copy attached), the findings of which have been sent to the City of Bend and Deschutes County for their use in future land use planning. In addition, we contacted the City of Bend and I am enclosing a copy of the July 13, 1982, letter to me that highlights their current plans for the consideration of noise along the Division Street corridor.

It should be noted by DEQ that the Highway Division has no authority to demand implementation of noise mitigation features along projects that are not funded with Federal Highway Administration (FHWA) funds. Only two portions of the Division Street corridor are federally-funded, the intersection of Greenwood and Division streets and the section between Deschutes Place and Lafayette Avenue.

Form 734-3122

Finally, the Highway Division has a policy that no user revenue can be spent to insulate or otherwise modify private structures for noise mitigation.

I would hope these two foregoing points are clearly understood, since we often seem to receive these same comments from your Department.

Air Quality

The Division staff has thoroughly reviewed the air quality report and stands by its accuracy. There are no known errors in the report and the measured levels of carbon monoxide are correctly reported.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments

cc: Intergovernmental Relations Division
Arthur R. Johnson w/attach

bc: H. S. Coulter
E. S. Hunter
W. E. Schwartz
J. H. Versteeg
Dale Allen w/attach

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

CON 19-4

9.18

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St NE
Salem, Oregon 97310
Phone: 378-3732
Toll Free Number: 1-800-452-7813

ENVIRONMENTAL SECTIC
August 12, 1982

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
Dale Allen
Robert Lammert
John Hagedorn
Dale Wilken

NOTICE OF CONTINUING INTEREST

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Greenwood Ave. Undercrossing

PNRS NUMBER: OR820610-028-2

DATE: July 1, 1982

☐ Please submit additional information to the State Clearinghouse as requested by ________
(Details attached)

☒ XXX Please confer with Howard Harris, Air Quality Division, and John Hector, Noise Pollution Control Program, DEQ
Potential conflicts with this agency's programs have been identified. If a resolution is not achieved, the Clearinghouse will arrange a formal conference. (Details attached)

☐ The Clearinghouse wishes to arrange a formal conference to explore issues raised. You will be contacted to arrange details.

NOTE: The Clearinghouse will sign off as soon as questions have been answered and/or conflicts resolved.

If no resolution is reached, the Clearinghouse requires submission of the final proposal for review and comment a minimum of 30 days prior to submission to the funding agency. Final comments must accompany the application to the funding agency.

RECEIVED
TECHNICAL SERVICES
AUG 13 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER
40

PNRS #4
Revised 2/79

P.S. Please notify the Clearinghouse of resolution as soon as possible.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Jack Jon John

[illegible] Division
JUL 01 1982

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

Management Services Div.
Dept. of Environmental Quality
RECEIVED
JUN 11 1982

PNRS STATE REVIEW

Project #: OR 820610-028-2 Return Date: JUL 2 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

(✓) It has adverse effects. (Explain in Remarks Section) See Noise Section Comments

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. AQ Comments (Attach if necessary)

REMARKS (Please type or print legibly)

Please see attached remarks.

Agency DEQ By Howard M. Harris

Phone Number 229-1081

STATE OF OREGON INTEROFFICE MEMO

TO: IRD

DATE: June 29, 1982

HH

FROM: Howard Harris, DEQ/Air Quality Division

SUBJECT: Greenwood Avenue Uncercrossing at Division Street, Deschutes County Environmental Assessment, PNRS #OR820610-028-2

On March 15, 1982 the Department received copies of data summary results from ODOT's January, 1982 CO bag sampling in Bend. Maximum levels were reported at 25.0 ppm and 8.1 ppm, one-hour and eight-hour measurements, respectively. Based on that information and the levels of projected traffic volumes, the magnitudes of 8-hour CO concentrations in Table 6 appear to be inordinately large. We suggest that ODOT examine the numbers in Table 6 to see if some error has been made.

(X) Adverse Effects

This project would cause adverse noise impacts and no mitigation is proposed. DEQ would recommend further investigation of all available noise mitigation including sound proofing of impacted residences and businesses.

J. Hector
6/17/82
OR 820510-028-2
Greenwood Ave - Bend

DEPT. OF TRANSPORTATION | Date:

GENERAL F

- Director
- Asst. Dir.-Administration
- Accounting (Highway)
- Administrative Services
- Bridge
- Chief Counsel
- Commission Services
- Construction
- Data Processing (Trans. Bldg.)
- Employee Development
- Engineering (Design)
- Environmental
- Equipment Shops & Storeroom
- Finance (DOT)
- FHWA
- General Files
- Industrial Engineers
- Information System (Lana Ave.)
- Labor Relations
- Landscape
- Library
- Location
- Mail Room
- Maintenance
- Materials & Research
- Motor Vehicles
- Organization & Manpower Services
- Parks & Recreation
- Permits & Weighmaster
- Personnel Operations
- Photocopy
- Project Management & Operations Planning
- Public Affairs
- Public Transit
- Radio
- Records Management
- Right of Way
- Safety & Health Services
- Sign Shop
- [✓ State Highway Engineer]
- Technical Services Engr.
- Traffic Signal Unit
- Traffic
- Transportation Policy & Program Development
- Travel Information
- Utilities
- Metropolitan
- Region Number ______
- District Number ______
- Resident Engineer ______

RECEIVED
STATE HWY ENGR
JUN 28 '82
REFER TO
FOR

Info	Inves	RD	D/R	Sign	Act	File

ATTENTION:

W. E. Schwartz return to Allen

FROM:

Walt Hart, BRIDGE

COMMENTS:

Dale is correct in his assumption. This was obviously not designed to carry vehicular traffic and was just decked over to protect switching crews walking adjacent to the tracks.

Form 731-0022 (6-80) SP*71262-734

For Schwartz
- FYI -

LES

NOTED
W. E. SCHWARTZ

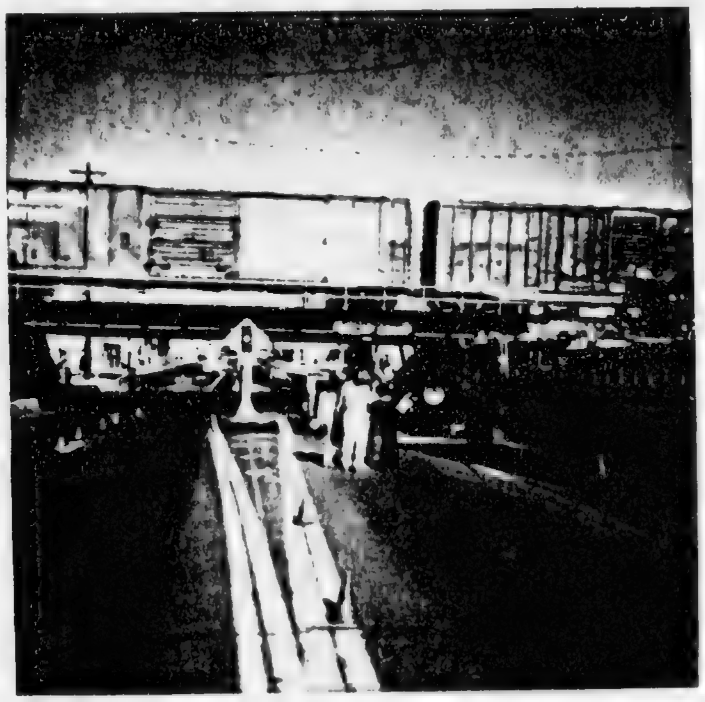
[illegible]
[illegible]
6/23/[illegible] [illegible]

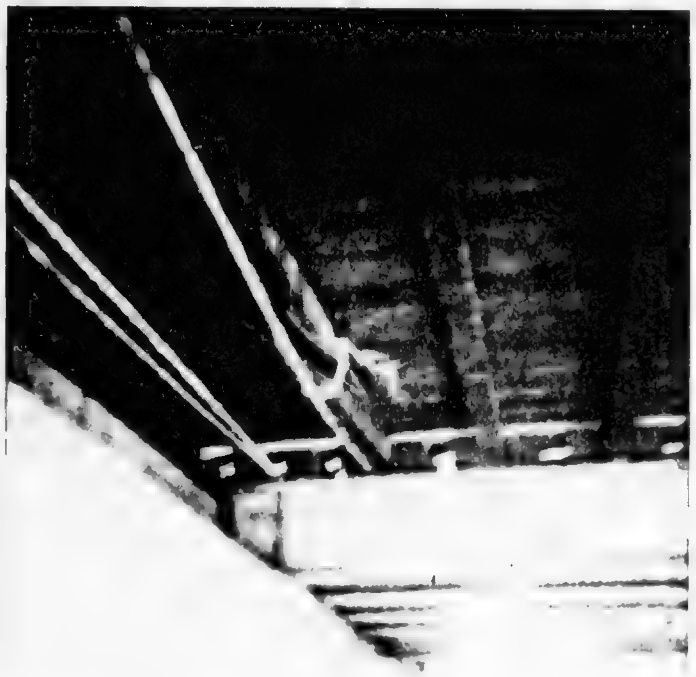
This railroad truck loaded w/ [illegible] fell [illegible] [illegible] and [illegible] OX'ing this morning - No injuries [illegible] [illegible]

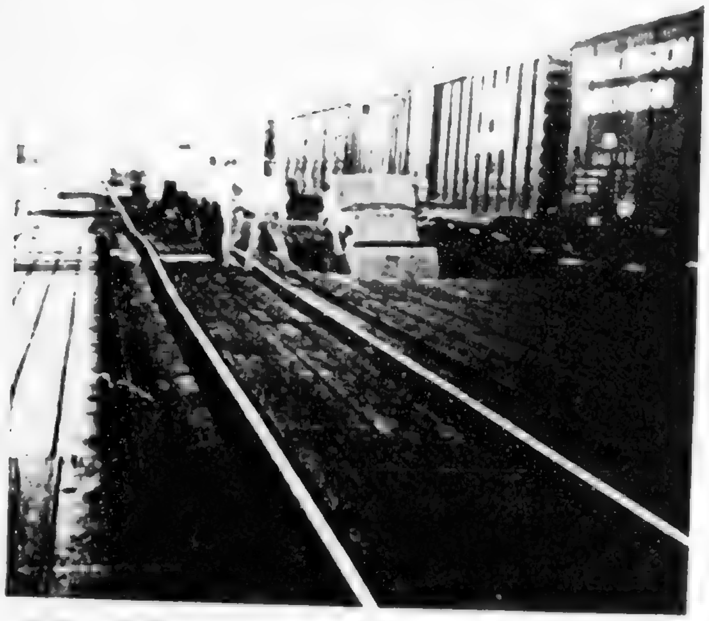
The area between the tracks is [illegible] by [illegible] 30" cc with a 20 ft span? (2x12 decking?) You might pass this on to [illegible] to check but I'm sure it was not designed for truck loading [illegible] . . .

Info —
Walt Hart,
please advise
WES

[illegible]







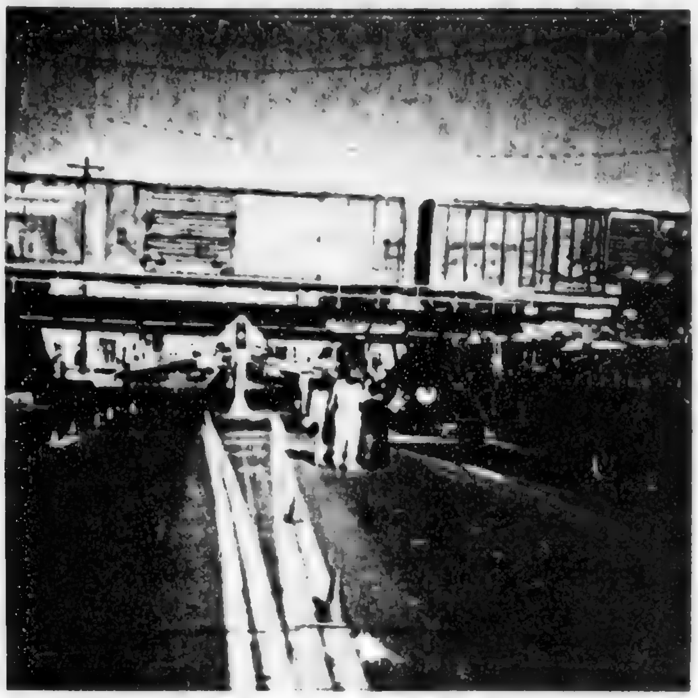
Old break
in 6x8

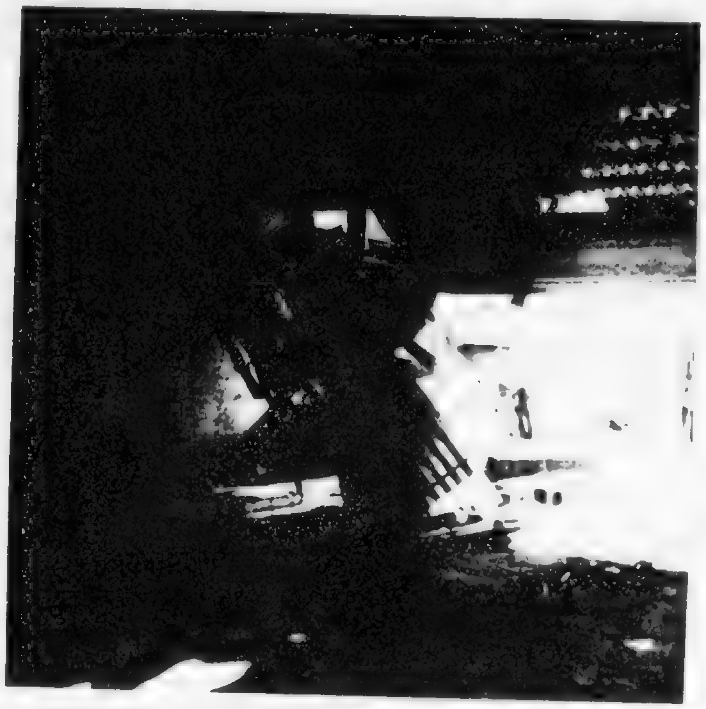
There are two or
three other

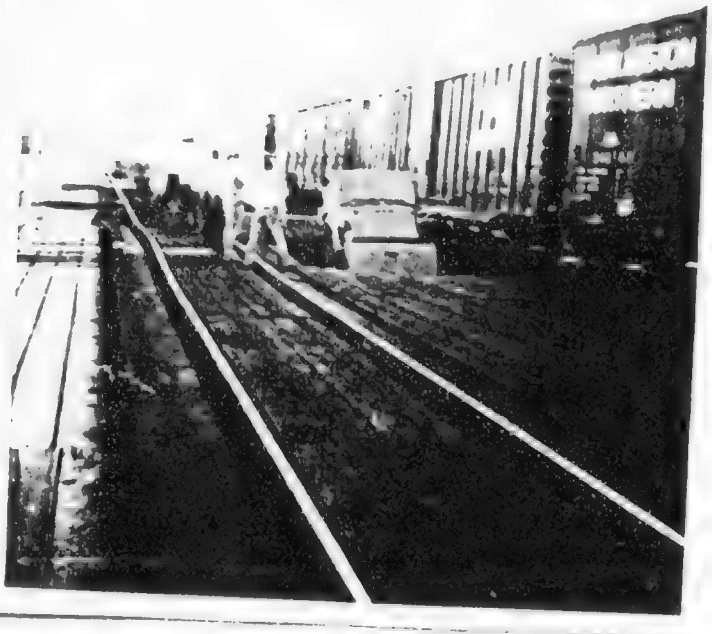
Walt Hart
please advise
WWB

2x12 decking
30" cc with a 20 ft span± you might pass this on to Walt H. to check but I'm sure it was not designed for truck loading

[illegible]







Old break in 6x8

There are two or three other stringers that appear to have been broken from previous loads.

cc-Colo.

. 991 CON 14-4

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Cam Gilmour
Project Coordinator
Environmental Section

DATE: May 4, 1982

FROM: Dale D. Allen
Dale D. Allen
Region Engineer

NOTED
E. S. HUNTER

SUBJECT: Study Committee Review
Greenwood Avenue U'Xing

Enclosed are my comments on the environmental assessment for the above project.

In addition to the comments, is page 6, taken from the 1981 North Corridor Traffic Study which relates directly to this project. It should be referred to under the first section on Description and Need.

I believe the assessment in some sections became too involved in the City/County "system improvement" projects, namely Division Street, and missed the State's objectives for this intersection. (Refer to revisions on purpose of project).

Some valid issues were raised in the draft and also at our meeting in Salem pertaining to air quality, etc. My suggestion is these questions should be addressed during the system development phase. For example, I have enclosed a recent article on projects the State will become involved. At this time they are going through the Planning Commissions,LCDC phase. (Note that public hearings are scheduled for June 23). If we have identified potential air quality concerns in Bend, it would be very appropriate to attend these hearings and suggest a "system air quality study" be undertaken. The plan proposed has far reaching impacts on a large number of existing and future arterials. These changes will reflect significant changes in our traffic model and forcast volumes.

The point, of course, is to look at the system problems during the system development phase and not on a project by project basis. Your suggestions on this would be appreciated and I will be glad to work with you in putting together the appropriate verbal or written testimony.

RECEIVED
TECHNICAL SERVICES
MAY 5 '82
REFER TO
FOR
Info

DDA:pw
Enclosures

cc: E.S.Hunter ✓
F. Terpin
G. Potter
L.E.George
H. Versteeg
D. Carter

ENVIRONMENTAL DOCUMENT REVIEW

Project Name Greenwood Ave. U'Xing @ Division St
Date May 3, 1982
Document and Vol.# Environmental Assessment (DEIS, FEIS, DND, FND, etc.)
Reviewer Dale Allen, Region Engineer (Name and Title)

Page #	Paragraph	Line	--REMARKS--
1	Add between 1 & 2	-	*"Analysis of 1980 traffic characteristics indicates that Highway 97 is operating at capacity from Wilson Avenue to the north junction with Highway 20 during summer weekday peak hours." Refer to Table 1 and 2 and Figure 2 (add to assessment) * From page 5, 1981 N. Corridor Traffic Study (place in footnote)
1	2 & 3		(Rewrite third paragraph and purpose of project to read)... East-west traffic in Bend is restricted by both the Deschutes River and the Burlington Northern Railroad. Near the central business district only three bridges cross Deschutes River, (Galveston, Newport, and Portland) and three streets connect the CBD to US 97. These three streets are Franklin, Greenwood, and Revere. Greenwood Avenue (US 20) is the major east-west street. This street provides 4 of the 8 traffic lanes across the tracks or 50% of the available east-west capacity. Both Franklin and Greenwood pass under the railroad and are not effected by train traffic such as occurs at Revere. Greenwood Avenue (US 20) is, however, restricted by a severe vertical clearance of 10 ft. 6 inches and a sub-standard traffic signal. Trains frequently block the signal for westbound motorists by parking on the structure. This creates a safety hazard which will increase as traffic volume on Division St. and Greenwood Avenue increase. The main purposes of the project are: 1. To maintain a high level of east-west traffic service on US 20 between US 97 (Third St.) and the Central Business District after Division Street is completed. 2. Remove a projected north-south capacity bottleneck in the City/County arterial system project (Division St.) 3. Eliminate a safety hazard created by the low railroad clearance and sub-standard traffic signal.
1	5	3	Change "better clearance" to "legal clearance".
1	5	3	Eliminate last two sentences starting with "This would involve.... The project is described in detail by exhibits and under the Alternative Section.
1	6	1	Change "projected (1993) traffic volume" to read "projected demand * traffic volume" with footnote reading.... Demand volumes reflect those volumes that could be expected if all trips were made by the shortest route possible and the degree of congestion was not a factor.

ENVIRONMENTAL DOCUMENT REVIEW

Project Name Greenwood Avenue U'Xing @ Division St. Date May 3, 1982

Document and Vol.# Environmental Assessment (DEIS, FEIS, DND, FND, etc.) Reviewer Dale Allen, Region Engineer (Name and Title)

Page #	Paragraph	Line	--REMARKS--
2	Table		This is a very confusing and misleading table, even with the footnote. Also, it is close but does not agree with previously circulated OSHD data. My recommendation would be to show the 1981 volumes (ADT to nearest 100 vehicle) and then show projected 1993 ADT ± 500 vehicles. Combine the build/no build numbers into this range: N. of Greenwood (8000 to 8500) S. of Greenwood (7500 to 9500) W. of Division (21,000 to 22,000) E. of Division (18,000 to 19,500) Retain footnote.
3	Table 2		Delete this table and Figure 2. Refer to my comments in letter of transmittal. We are building a state project on US 20 with the termini from the CBD to US 97 (east-west). The north-south development on Division is a City/County project that has been dealt with at length in other assessments and studies.
3	Table 2 Fig.1		It may be appropriate to place Table 2 and Figure 1 in the Appendix just as a matter of information.
4	2,3, &4		For same reasons as above, these three paragraphs should be deleted. They refer to entirely different projects.
5	4		Last sentence; place period after "conditions".
5	5		Last two sentences rewrite to read..... Greenwood Avenue would continue to have four travel lanes. On the north side of Greenwood approximately 10 "on-street" parking spaces will be lost and 2 will remain. On the south side of Greenwood approximately 8 "on-street" spaces will be lost and 7 will remain. These spaces are all west of Division Street; there presently is no "on-street" parking east of Division. (See attached sketch map) (Delete last sentence; this was already said in paragraph 4).
5	6		Delete this paragraph. It is not an alternative for construction; it is merely a legal option of local governments.

ENVIRONMENTAL DOCUMENT REVIEW

Project Name Greenwood Avenue U'Xing @ Division St. Date May 3, 1982

Document and Vol.# Environmental Assessment (DEIS, FEIS, DND, FND, etc.) Reviewer Dale Allen, Region Engr. (Name and Title)

Page #	Paragraph	Line	--REMARKS--
6	2		(Rewrite) The signal at the intersection would remain. The level of service could be improved by providing four approach lanes on Division and a left turn (5 lanes) on Greenwood. The turn lane on Greenwood, east of Division, would require removal of the center railroad support and require a new railroad bridge. Costs would have far exceeded Alternative 2 and further study was dropped.
7	5		Delete "because ground water table ..... porous". Rewrite: The Build Alternative would require the same number of dry wells on Greenwood at different locations. Because Division Street will drain away from the intersection, these drain wells will be relocated north and south of the intersection. The catch inlets for the wells will be designed to prevent solids from entering the wells. They will, however, do nothing to remove contaminents carried in the water.
12	3		A lot of this discussion involves right of way negotiations and I'm not sure it should get into this detail. There is a crosswalk (at the intersection under the new bridge) to get from Miller's Office to their lumber yard. Also lot "C" has access via alley. The decisions to raise parking lots D and C are still in the talking stage. I would limit discussion to parking lots that will be impacted and avoid trying to guess how right of way will resolve.
13/14			My major and strong concern with the assessment is page 14 and the table on page 15. It is confusing; deals with a far broader system issue. Discussion about four-laning Division, truck routes, and Arthur Avenue goes far beyond the objectives of this project. I believe page 13 adequately sums up the key points with one exception. The following paragraph should be added to replace page 14. Alternative 2 will cause changes in local traffic patterns by precluding direct turns between Division Street and Greenwood Avenue. Signing will be necessary to direct the revised traffic flow. The sign plan for this intersection should be coordinated with the overall sign plan being developed for the completed Division Street arterial.

Sunday May 1, 1982

Growing pains

Changes due for
but money loom

By Steve Toft
Bulletin Staff Writer

The wheels of progress are turning slowly, but they are nonetheless moving toward a solution to relieve growing traffic congestion in Bend's "North Corridor."

The area is bounded by the Deschutes River, Cooley Road, Boyd Acres Road and Greenwood Avenue. Traffic on many of the roads in the area have reached their design capacity, meaning bumper-to-bumper travel will continue to worsen during peak traffic periods.

Deschutes County and the city of Bend are considering a plan suggested by the Urban Area Planning Commission to make traffic flow more smoothly in the corridor, although construction probably won't begin for another two years, according to Neil Hudson, county public works director.

Adopted by the planning commission Monday, the plan calls for several changes on roads in the corridor that would improve east-west traffic flow and ease the clogging of U.S. Highway 97. It's based on suggestions by a joint city-county streets committee and meetings between engineers and planners from the city, county and state.

The changes will require amendments to the Bend Area General Plan, which means the state Land Conservation and Development Commission will be following the matter closely.

Division Street extension

The plan calls for an overpass to be built across the highway at NE First Street (see map) that would allow First Street — or Division, as it will be called by the time construction starts — to be extended so that it curves around the back of Bend River Mall. Someday, it will connect with the highway again at the Highway 97-Higway 20 interchange, which would have to be rebuilt.

Until the interchange is altered, Division would end at the intersection of Industrial Park Boulevard and Nels Anderson Road.

Officials guess that the cost to build the overpass would be $1.45 million.

That figure, however, does not include the cost of purchasing 11½ acres of right-of-way. The proposed location of the overpass, just a few feet south of where First Street meets the highway, would cause the road to pass right through Taylor Rental, owned by John Cargo. Buying that right-of-way would cost roughly $2.7 million, bringing the total cost to build the overpass to an estimated $4.15 million.

The extension of Division would pass through 11 acres of property owned by Bill Boyd and another 25 acres owned by Bend Millwork Co. Both parcels are zoned for heavy industrial use. The property owners believe the splitting of their land by the road would decrease its value, and they have asked that the zoning be changed to a combination of light industrial and commercial.

Building the Division extension is estimated to cost $1.3 million.

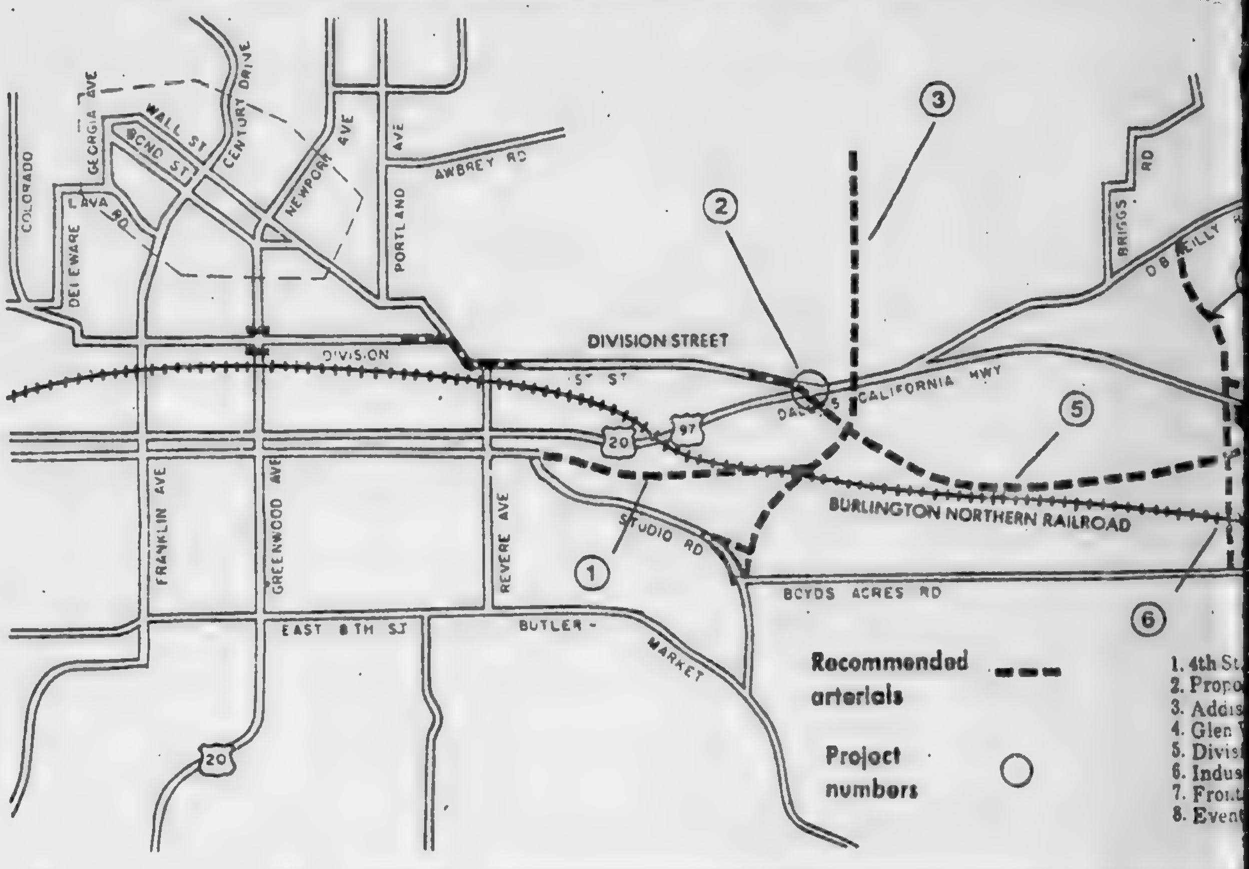
Addison Avenue extension

The plan also calls for Addison Avenue to be re-aligned, extended and widened to become a major east-west arterial, similar to Franklin or Revere avenue
would be moved to the north
hundred feet, causing the cu
Addison crossing at the Burli
Northern railroad tracks t
closed. The new Addison
carry motorists from Studio
to Awbrey Heights, where a
convention center and subdi
called Riverhouse II are plan

To allow motorists on Ad
to cross the highway, a
would be installed, and
existing signal at the juncti
the highway and First Street
be removed. Stop signs wou
installed where Addison
intersect with the new Di
Street extension.

To allow motorists to ge
areas east of the highw
Awbrey Heights via Fourt

Recommended North Corrider tra


COLORADO
DELEWARE
GEORGIA AVE
LAVA RD
WALL ST
BOND ST
CENTURY DRIVE
NEWPORT AVE
PORTLAND AVE
AWBREY RD
DIVISION
DIVISION STREET
1ST ST
20
97
DALLES CALIFORNIA HWY
BRIGGS RD
O.B. RILEY
FRANKLIN AVE
GREENWOOD AVE
REVERE AVE
STUDIO RD
BURLINGTON NORTHERN RAILROAD
BOYDS ACRES RD
EAST 8TH ST
BUTLER - MARKET
1
2
3
5
6
Recommended arterials
Project numbers
1. 4th St
2. Propo
3. Addis
4. Glen
5. Divis
6. Indus
7. Front
8. Event

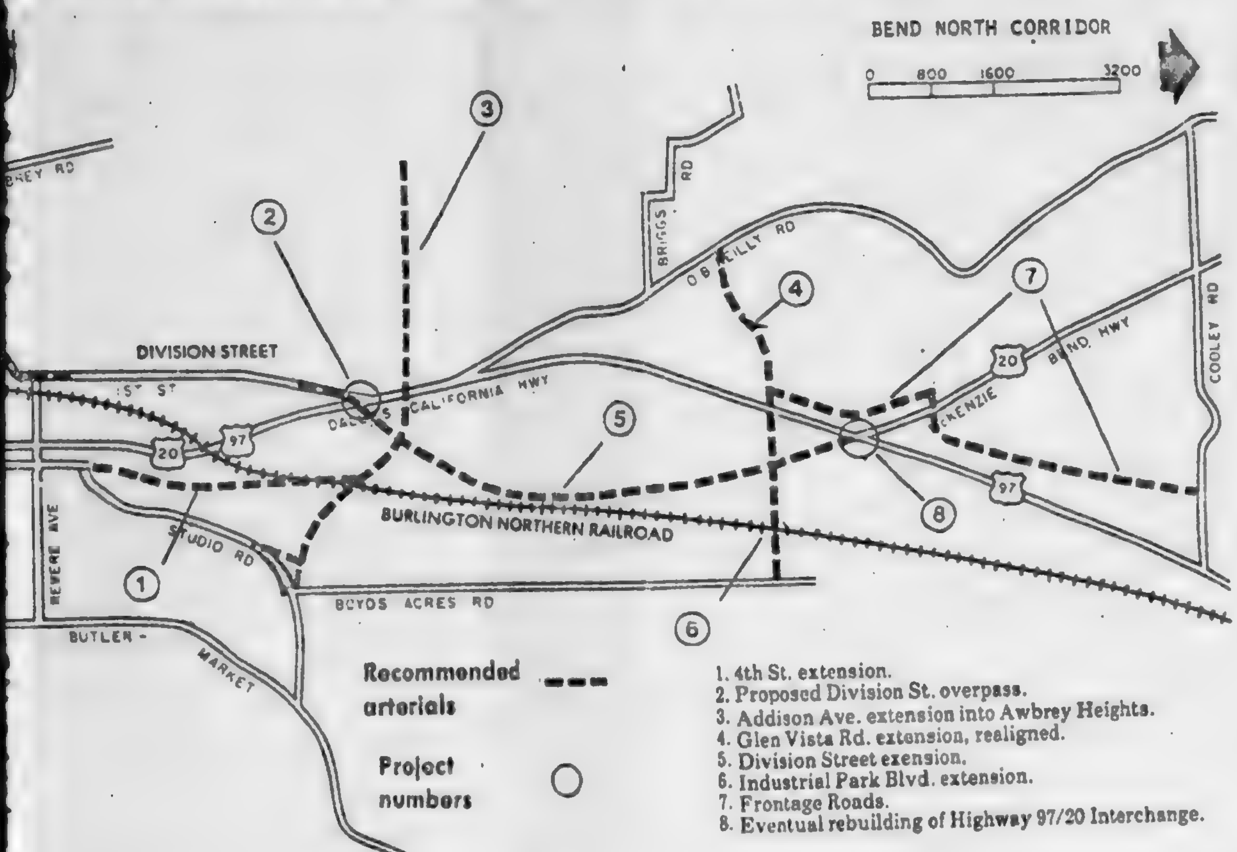
aday May 1, 1982

ns

Changes due for north Bend traffic patterns but money looms as a formidable roadblock

State FA Job 1984±

nded North Corrider traffic plan


BEND NORTH CORRIDOR
0
800
1600
3200
BREY RD
BRIGGS RD
OB RILLY RD
DIVISION STREET
1ST ST
CALIFORNIA HWY
20
97
BEND HWY
COOLEY RD
KENZIE
BURLINGTON NORTHERN RAILROAD
STUDIO RD
REVERE AVE
BOYDS ACRES RD
BUTLER-MARKET
1
2
3
4
5
6
7
8
Recommended arterials
Project numbers
1. 4th St. extension.
2. Proposed Division St. overpass.
3. Addison Ave. extension into Awbrey Heights.
4. Glen Vista Rd. extension, realigned.
5. Division Street exension.
6. Industrial Park Blvd. extension.
7. Frontage Roads.
8. Eventual rebuilding of Highway 97/20 Interchange.

nillion.

e extension of Division pass through 11 acres of ty owned by Bill Boyd and r 25 acres owned by Bend ork Co. Both parcels are for heavy industrial use. The ty owners believe the split- their land by the road would se its value, and they have that the zoning be changed mbination of light industrial mmercial.

uilding the Division exten- is estimated to cost $1.3 n.

ddison Avenue extension

he plan also calls for Addison e to be re-aligned, extended idened to become a major est arterial, similar to Franklin or Revere avenues. It would be moved to the north a few hundred feet, causing the current Addison crossing at the Burlington Northern railroad tracks to be closed. The new Addison would carry motorists from Studio Road to Awbrey Heights, where a major convention center and subdivision called Riverhouse II are planned.

To allow motorists on Addison to cross the highway, a signal would be installed, and the existing signal at the junction of the highway and First Street would be removed. Stop signs would be installed where Addison would intersect with the new Division Street extension.

To allow motorists to get from areas east of the highway to Awbrey Heights via Fourth and Addison without ever having to use the highway, planners would like to extend and improve NE Fourth Street to meet the new Addision extension. No estimates are available on the cost to improve Fourth.

Engineers also have proposed changing the path of Studio Road. Motorists no longer would be able go uninterrupted from Fourth to Butler Market Road via Studio Road. Instead, while traveling on Studio, they would come to a "T" intersection with the Addison extension just west of Boyd Acres Road, thus requiring a stop and a right turn onto Addison to get to Butler Market.

Widening of Hwy. 97 overpass

In conjunction with improvements called for in the plan, the Highway Division plans to add two lanes to the Highway 97 overpass above the railroad tracks north of the Wagner-PayLess mall. The widening would occur from Vail Avenue on the south to the signal at First Street to the north. The state would pay the cost.

New frontage roads

To help traffic move more easily in the industrial area at the north section of the corridor, Industrial Park Boulevard would be improved and lengthened. The existing section between the highway and Nels Anderson Road would be widened. To connect the boulevard with Boyd Acres Road, the boulevard would be extended east, passing over the railroad tracks.

Industrial Park Boulevard would continue west across the highway until it meets with O.B. Riley Road. A new frontage road along the western side of the interchange and Highway 20 would be built between the new section of Industrial Park and a point across Highway 20 from the Mountain View Mall. An additional section would connect the north end of the frontage road with the highway, allowing motorists to cross the highway into the mall.

Another new road would be built between the northwest corner of the mall to Cooley Road.

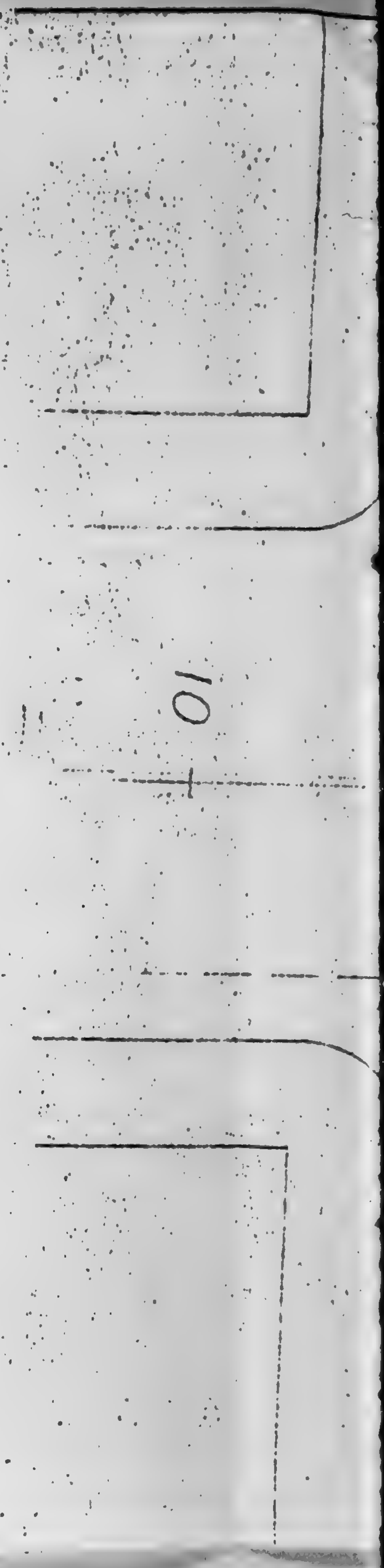
Total estimated construction costs would come to at least $6.9 million, with some estimates ranging as high as $10 million.

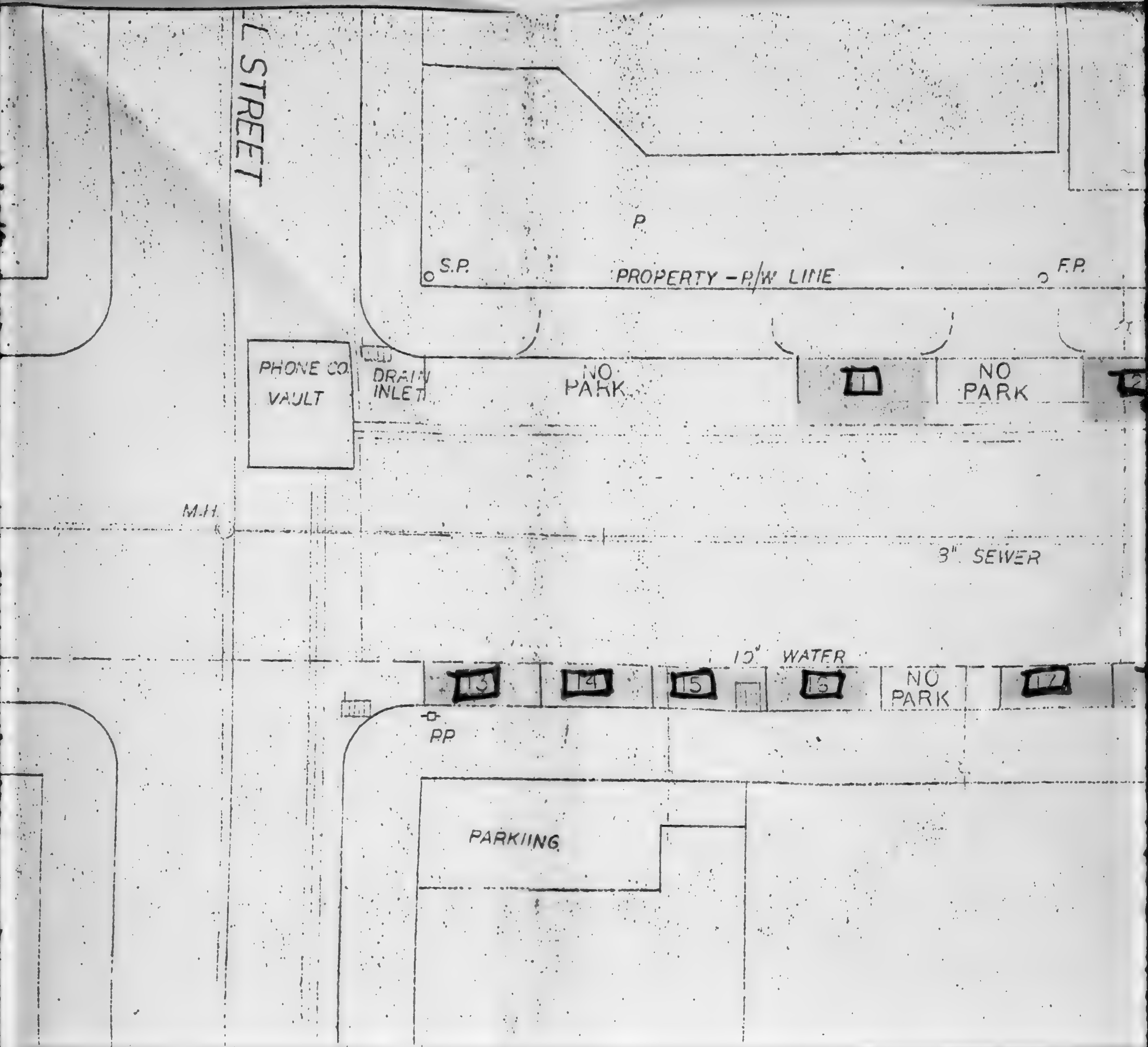
No schemes have been worked out yet to determine how the work will be paid for. The most likely alternative, according to city and county officials, will be some combination of local improvement districts, general obligation bonds and state funding. That won't be worked out until after the city and county hold a joint public hearing on the plan, which is scheduled for June 23.

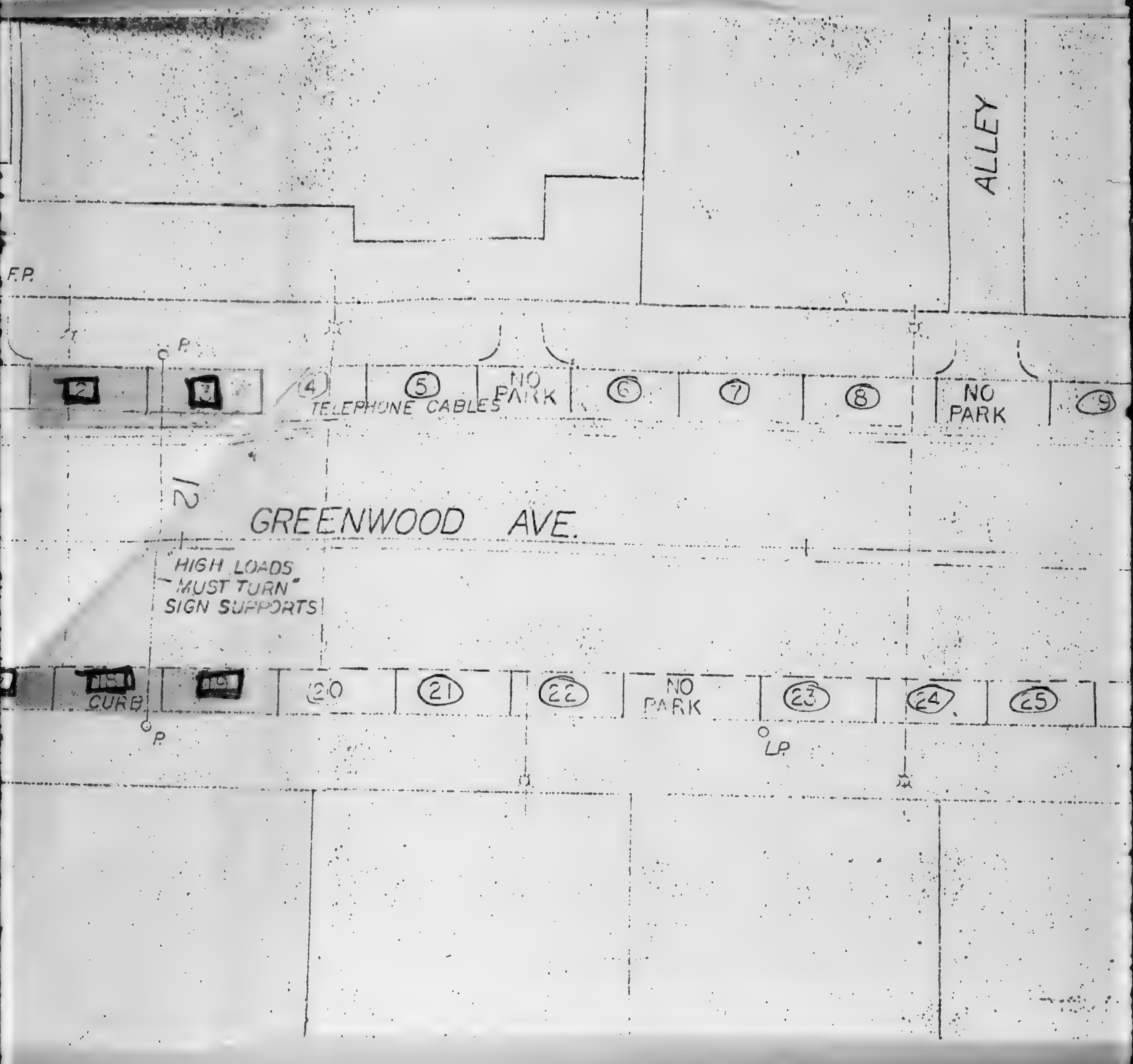
PARKING SPACES
w/ UPPER PROFILE ✓

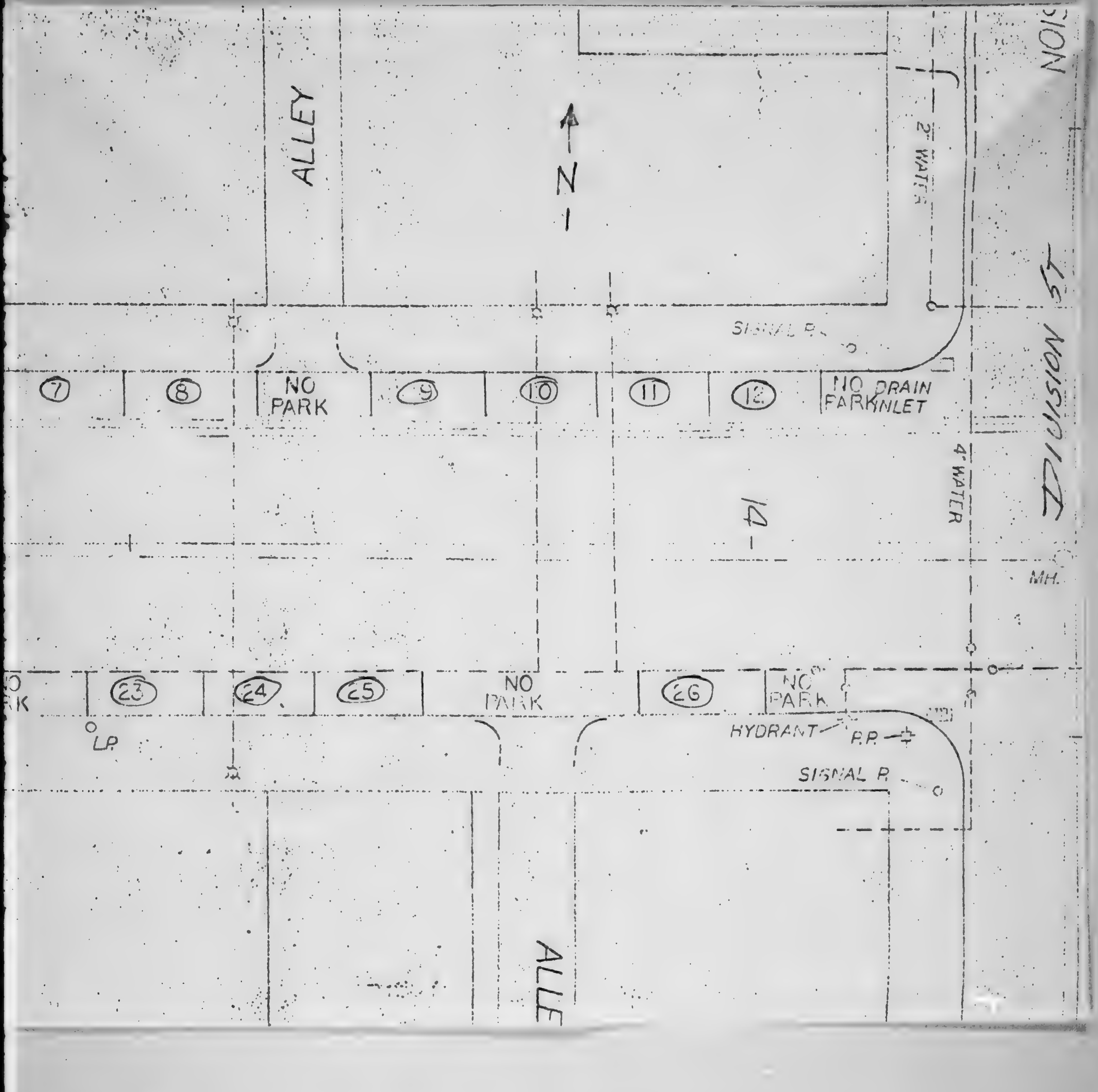
NORTH SIDE	SAVE 3	LOT. NO 1-3	LOSE 9	LOT NO 4-12
SOUTH SIDE	SAVE 7	LOT. NO 13-19	LOSE 7	LOT. NO. 20-26

Greenwood Ave U Xing
℄ Division



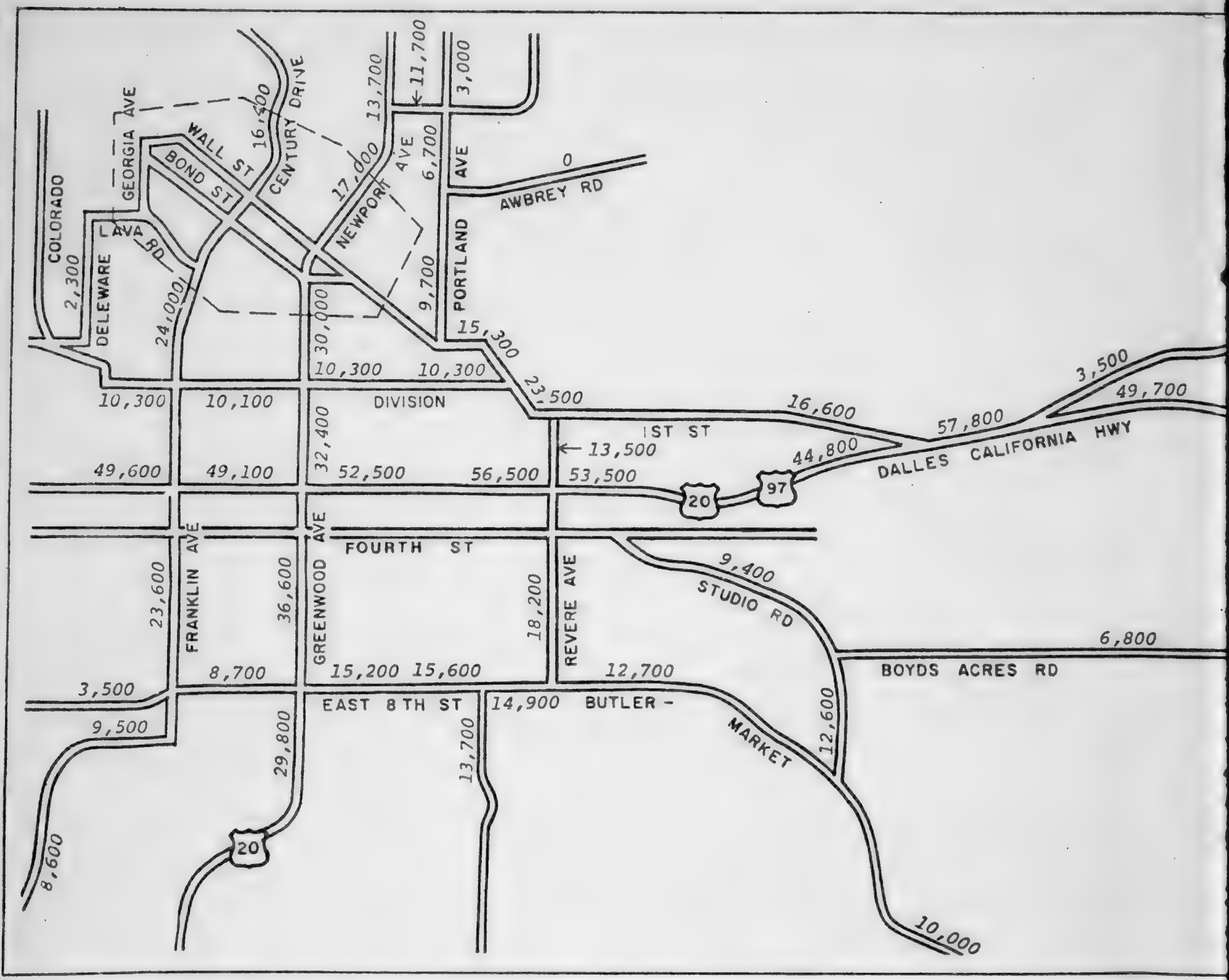

L STREET
P
S.P.
PROPERTY - R/W LINE
F.P.
PHONE CO. VAULT
DRAIN INLET
NO PARK
1
NO PARK
2
M.H.
8" SEWER
10" WATER
13
14
15
16
NO PARK
17
PP
PARKIING


ALLEY
F.P.
P
2
3
4
5
NO PARK
6
7
8
NO PARK
9
TELEPHONE CABLES
12
GREENWOOD AVE.
"HIGH LOADS
MUST TURN"
SIGN SUPPORTS
18
CURB
19
20
21
22
NO PARK
23
24
25
P
LP

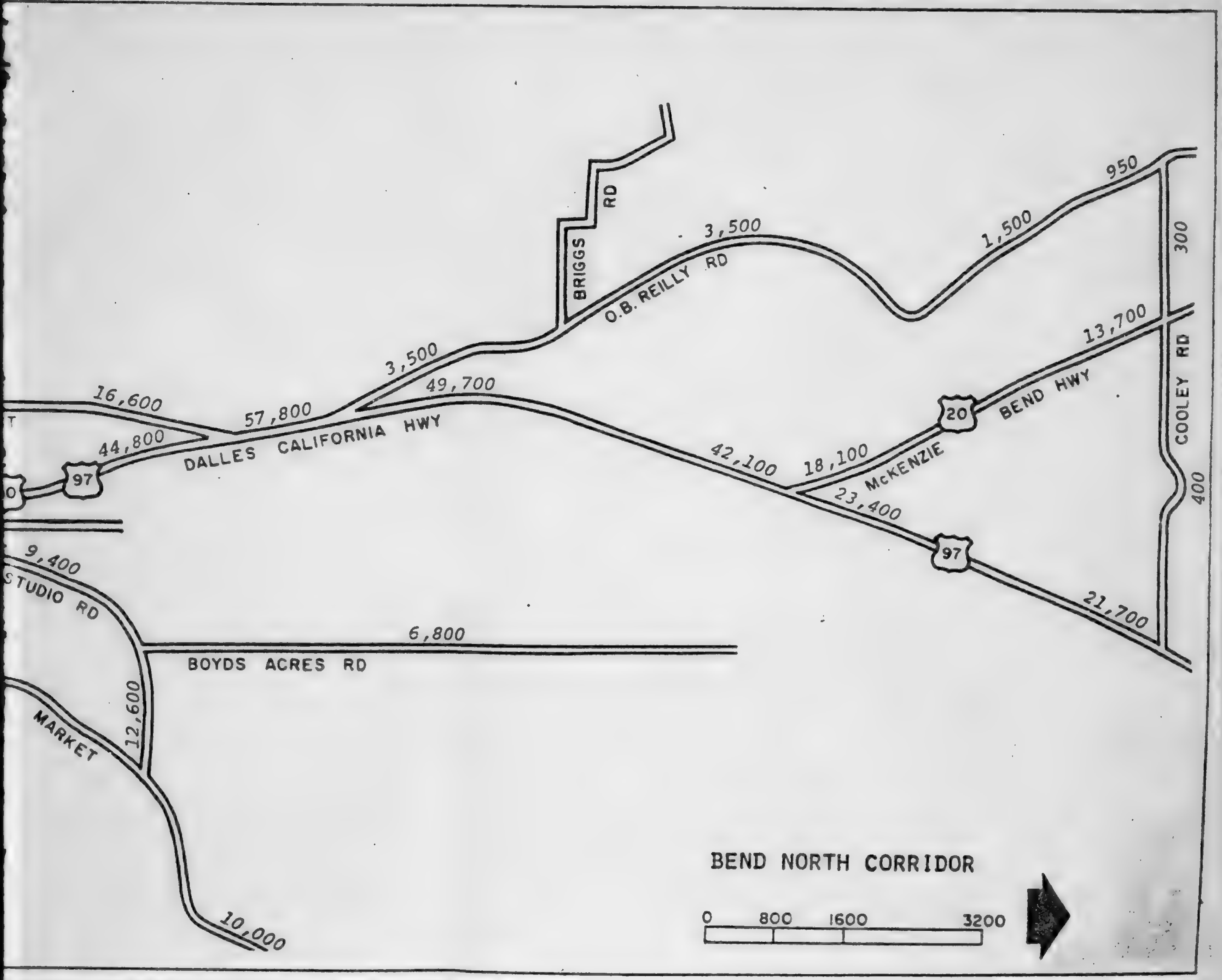

ALLEY
N
SION
2" WATER
DIVISION ST
SIGNAL P.
⑦
⑧
NO PARK
⑨
⑩
⑪
⑫
NO PARK
DRAIN INLET
4" WATER
14
MH.
O
RK
㉓
㉔
㉕
NO PARK
㉖
NO PARK
LP.
HYDRANT
P.P.
SIGNAL P.
ALLE

1990 TRAFFIC PROJECTIONS

SUMMER WEEKDAY



COLORADO
2,300
DELEWARE
GEORGIA AVE
LAVA RD
WALL ST
BOND ST
16,400
CENTURY DRIVE
24,000
17,000
13,700
11,700
NEWPORT AVE
6,700
3,000
PORTLAND AVE
0
AWBREY RD
9,700
30,000
15,300
10,300
10,300
10,300
10,100
DIVISION
23,500
16,600
IST ST
13,500
3,500
49,700
57,800
44,800
DALLES CALIFORNIA HWY
49,600
49,100
32,400
52,500
56,500
53,500
20
97
FOURTH ST
FRANKLIN AVE
GREENWOOD AVE
REVERE AVE
23,600
36,600
18,200
9,400
STUDIO RD
6,800
BOYDS ACRES RD
3,500
8,700
15,200
15,600
12,700
EAST 8TH ST
14,900
BUTLER-
MARKET
12,600
9,500
29,800
13,700
20
8,600
10,000


BRIGGS RD
O.B. REILLY RD
3,500
3,500
1,500
950
300
COOLEY RD
400
16,600
57,800
49,700
44,800
DALLES CALIFORNIA HWY
97
42,100
18,100
McKENZIE
20
BEND HWY
13,700
23,400
97
21,700
9,400
STUDIO RD
6,800
BOYDS ACRES RD
12,600
MARKET
10,000
0
800
1600
3200

BEND NORTH CORRIDOR

Table 1

1990 TRAFFIC CHARACTERISTICS

	Daily Trips	Percent of Trips in Category	Percent of All Trips
Local Trips	94,643	100.0 %	65.5 %
Trips to and from Bend			
Hwy 20 North	4,834	15.7 %	
Hwy 97 North	12,174	39.6 %	
Hwy 20 East	3,617	11.8 %	
Hwy 97 South	4,397	14.3 %	
Century Drive	1,107	3.6 %	
Other	4,599	15.0 %	
Subtotal	30,728	100.0 %	21.3 %
Trips through Bend			
Hwy 97 - Hwy 97	6,776	35.4 %	
Hwy 20 - Hwy 20	1,281	6.7 %	
Century Drive - Other	1,160	6.1 %	
Non-Century Dr. - Other	9,907	51.8 %	
Subtotal	19,124	100.0 %	13.2 %
TOTAL VEHICLE TRIPS	144,495	-	100.0 %

Table 2

SUMMARY OF HIGHWAY 97 C

Projected 1990 Capacity Deficien

SEGMENT	Existing Daily Capacity(1)			Projected Average	
	Highway 97	Division	Total	Highway 97	Div
Junction 20 North-O.B. Riley	35,000	-	35,000	40,200	
O.B. Riley-First Street	35,000	-	35,000	48,600	
First Street-Underwood	25,000	10,000	35,000	37,400	14
Underwood-Revere(2)	35,000	10,000	35,000	42,500	14
Revere-Greenwood	35,000	30,000	65,000(2)	42,500	11
Greenwood-Franklin	35,000	10,000	45,000	36,700	14
Franklin-Wilson	25,000	10,000	35,000	34,600	9
Wilson-Reed Market	35,000	10,000	45,000	40,900	8
Reed Market-Murphy	35,000	-	35,000	35,100	

(1) Maximum Possible Capacity (Level of Service E - congested)

(2) Includes capacity and traffic volumes for Deschutes Place.

A
Orego
As sh
local
nearl
the Be

Sa
jecte

*

*

*

*

ent of Trips
.5 %
.3 %
.2 %
.0 %

A total of 144,495 vehicle trips is forecasted by the Oregon Department of Transportation for a 1990 summer weekday. As shown in Table 1, about two-thirds of the vehicle trips are local trips within the Bend Area. Of the non-local trips, nearly two-thirds have either a destination or an origin in the Bend Area.

Salient arterial street capacity problems in 1990 are projected to be:

- Inadequate capacity across the Burlington Northern Railroad tracks;
- Inadequate capacity crossing the Deschutes River;
- Inadequate capacity crossing Third Street and Division Street; and
- Inadequate north-south traffic capacity from Reed Market Road to North Junction Highway 20.

Table 2

OF HIGHWAY 97 CORRIDOR

ed 1990 Capacity Deficiencies

ty[1]	Projected Average Weekday Traffic			Projected Summer Weekday Traffic		
Total	Highway 97	Division	Total	Highway 97	Division	Total
35,000	40,200	-	40,200	48,200	-	48,200
35,000	48,600	-	48,600	58,300	-	58,300
35,000	37,400	14,400	51,800	44,800	17,300	62,100
35,000	42,500	14,400	56,900	51,000	17,300	68,300
65,000 (2)	42,500	11,800	67,200 (2)	51,000	14,200	80,600 (2)
45,000	36,700	14,300	51,000	44,000	17,200	61,200
35,000	34,600	9,700	44,300	41,500	11,600	53,100
45,000	40,900	8,400	49,300	49,000	10,100	59,100
35,000	35,100	-	35,100	42,100	-	42,100

- congested)

hutes Place.

991X 4-28-82 Con 19-4

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/28/82

8. FEDERAL ROUTE NUMBER Primary 21 (Spur)

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:

Greenwood Avenue U'Xing at Division Street Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 4/15/82 I approve the revised Preliminary Engineering Costs to a TEC of $116,800 Federal Funds $102,994.

(Note: All phases of PE authorized necessary for adoption of FONSI)

RECEIVED
STATE HWY ENGR
APR 30 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 4/30/82

14. DATE 4/28/82

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9-11✓

CON 19-4

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Gary A. Potter, Manager
Environmental Section

DATE: February 16, 1982

FROM: Anthony J. George, Engineering Coordinator
Environmental Section

ORIGINAL SIGNED BY
HONY J. GEORG

SUBJECT: Greenwood U'Xing @ Division Street and related projects
Division Street
Deschutes County

NOTED
E. S. HUNTER

Copy
CON 21-10
[illegible]

Pursuant to OAR 820-20-005(2), this letter is to inform you of my concern that the subject project and other related projects are not being advanced in accordance with National Environmental Policy Act Regulations, 40 CFR Parts 1500-1508, and that in my opinion, the ultimate effect of these actions could be detrimental to the life, health and property of the public residing in the vicinity of the projects.

Specifically, I find that the subject project, the Deschutes Place-Lafayette Section project and other projects contemplated by the City of Bend (both separately and in cooperation with the State and Federal government) are being designed to provide a major alternate east-west route in Bend. The purpose of this route is to divert traffic from 3rd Street (US 97) and to provide a bypass of the Bend downtown area for vehicles destined to Century Drive. With this knowledge, it is my opinion that the overall project, of which the subject project is a part, is a major action which will significantly affect the quality of the human environment. It is also my opinion, therefore, that the current project is not being advanced in accordance with 40 CFR, Part 1502.4(a); that the environmental study being advanced is not of the proper scope (Part 1508.25(a)); and, that at a minimum, a supplemental analysis of the environmental impacts associated with the Deschutes Place-Lafayette Section must be performed (Part 1502.9(c)).

I do not feel that it is necessary to elaborate further, as I know you are aware of the project history, proposals for related projects, and the present scope and schedule. Please understand that I neither favor or oppose the subject project or related projects. I believe, however, that the impact of the project(s) on the life, health and property of the public will not be known until the full extent of the environmental impact is considered pursuant to the National Environmental Policy Act Regulations.

AJG:ct

cc: E. S. Hunter

RECEIVED
TECHNICAL SERVICES
FEB 16 '82
REFER TO
FOR
File
Act
Sign
D/R
K/D
Inves
Info

Con 19-4

STATE OF OREGON INTEROFFICE MEMO

DEPT. TELEPHONE

TO: Gary Potter, Manager
Environmental Section

DATE: December 21, 1981

Von E. Hemmert

FROM: Von E. Hemmert
Urban Studies Engineer

SUBJECT: O.B. Riley Road - Brosterhaus Road, Unit 1 (Bend)
Central Oregon Highway, Greenwood U'Xing
Deschutes County

NOTED
E. S. HUNTER

This is in response to your December 15, 1981 memo concerning traffic assumptions on the subject project. I would like to clarify some of the points you listed in your memo.

The following lists the items we have been asked to develop for this EIS.

1 - The existing network (1981) is as you described.

2 - A 10 year forecast beyond the project year of completion has been requested. We are preparing EIS traffic data for 1981, 1983 and 1993 for the no-build alternatives as you described.

3 - Your item 4 speaks of traffic data assuming Division Street is designated a truck route. I have discussed this with Dale Allen and he advises that we should prepare EIS traffic data for an additional alternative assuming a higher truck percentage on Division Street but that we should not consider it as a designated truck route.

We recognize the high priority of this project and we are making every effort to complete our work by the first week in January. This is a very optimistic schedule, however, which was set long before the alternatives were defined and before the data requirements were identified.

VEH:dpy

cc Dale Allen
Bill Cranford
Ed Hunter

RECEIVED
TECHNICAL SERVICES
DEC 21 '81
REFER TO

Info	Inves	K/D				File

Con. 19-4.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Dale Allen
Region 4 Engineer

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: December 15, 1981

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: O.B. Riley Road-Brosterhaus Road, Unit 1 (Bend)
Central Oregon Highway, Greenwood U'Xing
Deschutes County

RECEIVED
TECHNICAL SERVICES
DEC 17 '81
REFER TO
FOR
File
Act
Sign
[illegible]
[illegible]
[illegible]
Info

Because of the number of phone conversations and memos between Region, Urban Studies, and Environment concerning the traffic assumptions on the subject project, I am writing this to document my understanding of the assumptions to be made for the traffic study. Also, for your information, I will describe the air monitoring program and schedule.

NOTED
E. S. HUNTER

The following is a list of the traffic assumptions:

1. There is an existing network that includes no other projects on Division Street other than those that exist today. (Assume a no-build condition for the subject project).

2. A project no-build alternative for which traffic will be assigned for the year of completion (either 10 or 20 years, as decided by Cranford and Allen). This data set assumes no-build for the subject project but assumes all other projects planned on Division Street to be operational.

3. Assume same as outlined in #2, but build the project.

4. If Division is to be considered as a future truck route, traffic data set shall be expanded to reflect that designation.

5. The future improvements in the north part of the study area are not assumed in any of the projects. However, any future project, contemplated or planned in this area, that significantly affects Division Street may require us to reanalyze the traffic and environmental impacts on Division Street.

By copies of this memo, I am asking Bill Cranford and Von Hemmert to confirm the accuracy of our assumptions. I understand that the data will be delivered to us in a complete set the first week in January.

I would now propose our small air quality monitoring program.

Presently, there is no air quality data on transportation related pollutants (primarily carbon monoxide) in the Bend area. We do not know if standards are exceeded or attained in the project area, or along 3rd Street. The subject project could cause an increase in automobile emissions along Division Street. Without ambient air quality data to use as a base, an uncalibrated air quality model would have to be used to assess potential impacts. If the uncalibrated model indicated that the project would cause pollutant concentrations to exceed the standard, we would be unable to advance the project. (This is because uncalibrated models usually overpredict concentrations, based on the assumptions we are forced to use when we lack ambient data). Therefore, monitoring is recommended to determine existing conditions and to verify model accuracy.

Four ambient air monitoring sites are recommended. Two sites along 3rd Street, north and south of Greenwood Avenue, and two sites along Division Street, north and south of Greenwood Avenue. Each site will consist of a self-contained portable bag sampler about the size of a garbage can, which will automatically fill 12 sample bags, one per hour, between the hours of 12 p.m. and 12 a.m. Sampling will be conducted five days a week, Monday through Friday. If adequate meteorological information is not available from existing sources within Bend, a portable meteorological instrument and tower will be erected somewhere in the middle of the study area. This unit will operate automatically throughout the study period.

Bag samples will be collected and analyzed daily. The bag analysis must be performed at tem,ERature controlled site such as an office or shop area. A portable carbon monoxide analyzer (the size of a lunchbox) will be used to analyze the bags. Compressed air cylinders of calibration gas and zero gas will be used to calibrate the analyzer.

Two Region 4 personnel will be needed to conduct the air monitoring program. One person will be the operator, whose duties are to change the sample bags each day and to analyze and report the results of each days sampling. The other person will be an auditor, who will check one bag from each sampler to insure the operator is performing his duties correctly. Both individuals would be expected to help set-up and dismantel the equipment. The operator would be required half-time during the study. The auditor would be required at most an hour each day. An ET-3 should be suitable as operator. An HE-1 should be suitable as auditor.

Site location, training and overall program coordination will be provided by my staff. Approximately two days will be needed to establish sites and set-up the program, and two days for training and checkout on the equipment.

I would propose to transport the equipment to Bend during the week of December 21-24. Site selection, set-up and training should occur during the week of December 28-31, 1981. The program should run from January 4-29, five days per week.

GAP:AJG:ct

cc: E. S. Hunter
Bill Cranford
Von Hemmert

9911 CON 19-4

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October ~~7~~ 12, 1981

George C. Wills

FROM: George C. Wills
Location Field Engineer

SUBJECT: Greenwood U'Xing (Bend)
Central Oregon Highway
Deschutes County

The question of letting date for subject project was posed by Dale Allen in a letter of October 1, 1981; the summer of 1982 was suggested. I believe that the fall of 1983 may be more appropriate.

The attached chart indicates projected progress as anticipated at this time and it presumes starting work immeidately.

GCW:ge
Attachment

10-12-81

Dale Allen

The attached chart indicates the approximate letting date that can be achieved under normal circumstances. Suggest we proceed on that basis.

Ed.

CC T.S. Staff
Moehring

RECEIVED
TECHNICAL SERVICES
OCT 8 '81
REFER TO
FOR
Info Inves R/O D/R Sign Act File

Contains Recycled Materials
81-125-1387

Form 734-3147

OLUMNAR TABULATION SHEET
OREGON STATE HIGHWAY
DIVISION

GREENWOOD AVE. U'XING @ DIVISION ST.
CENTRAL OREGON HWY #7
DESCHUTES COUNTY

PREFIX 9-1

19

1 COMPLETE PROSPECTUS, SURVEY AUTH
& ENVIRONMENTAL CATAGORIZATION

2 COMPLETE FIELD WORK &
PRELIMINARY DESIGN

3 COMPLETE ENVIRONMENTAL
ASSESSMENT (DRAFT)

4 ADVERTISE & HOLD HEARING
(BY STATE & FED LAW)

5 COMPLETE DESIGN RECOMMENDATION
AND FIELD SURVEY

6 COMPLETE ENVIRONMENTAL
ASSESSMENT & SECURE FONSI APPROVAL

7 FINAL DESIGN & UTILITY AGREEMENTS
↳

8 STRUCTURE DESIGN & RR AGREEMENT
↳

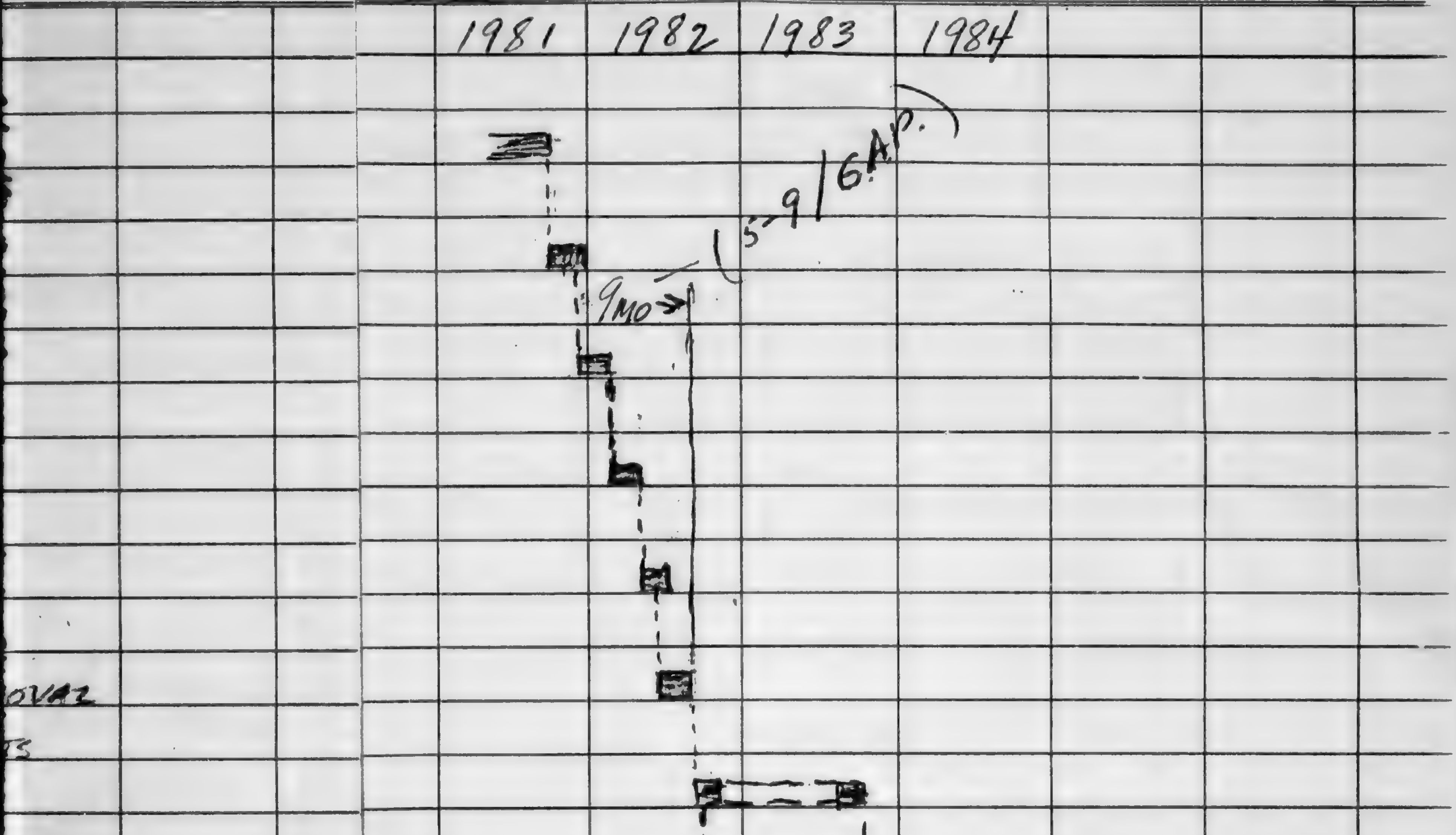
9 R/W DESCRIPTION
(CHANGE IN GRADE)

10 ACQUIRE R/W (RELEASE FOR
CHANGE IN GRADE)

11 PS&E & CONTRACT

ng @ Division St. (Bend) Unit #1
x #1 FAP-

Prefix 9-1915



STATE OF OREGON **INTEROFFICE MEMO**

RECEIVED
OCT 2 1981
LOCATION SECTION

RECEIVED
TECHNICAL SERVICES
OCT 2 '81
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

TO:
E. S. Hunter, Asst. State Hwy. Engr.
D. H. Moehring, Asst. State Hwy. Engr.
J. B. Boyd, Right of Way
Walt Hart, Bridge
Gary Potter, Environmental

DATE: October 1, 1981

FROM:
Dale D. Allen
Dale D. Allen
Region Engineer

SUBJECT:
Greenwood Avenue Undercrossing @ Division Street
Central Oregon Highway
Unit 1, O. B. Riley-Brosterhaus Road

The location phase of this project started this week. This is a Category 2 project requiring an environmental assessment. The Location Prospectus is attached. FHWA category request approved January 19, 1981. Authority for Survey approved May 18, 1981. Project is included in Six-Year Program.

Briefly, the project involves lowering Greenwood Avenue (US 20) approximately 5 feet to obtain legal clearance under the railroad, raising Division Street approximately 7 feet and carrying Division Street traffic over Greenwood on a two-span, 90-foot long, 48-foot wide structure. Below are items of work we are requesting your assistance and would appreciate a reply.

...Gary Potter: Cam Gilmore has been in contact with us and is preparing a flow chart for items necessary to complete the Environmental Assessment. This office is preparing an engineering report and assembling previous reports and studies that relate to this project. You should have recently received through Ed a study entitled "North Corridor Traffic Study - Bend, Oregon". Survey for a vicinity map will commence shortly.

...Dave Moehring: In the Preliminary Six-Year Plan, Unit 1 and Unit 2 are programmed for third quarter, FY 83 (January, 1983). If both contracts were underway at same time, severe congestion will result. Unit 2 construction will limit US 97 (Third Street) to one lane and traffic on Division Street will be routed over a detour on city streets during Unit 1 structure work. We request that the funding for these projects be separated by one year as follows:

Unit 1 - Advance two quarters from FY 83 - third quarter, to FY 83 - first quarter (July, 1982).

Unit 2 - Delay three quarters from FY 83 - third quarter, to FY 84 - second quarter (October, 1983).

...Bruce Boyd: We do not anticipate there will be R/W required for this contract. There will, however, be a significant "change in grade" adjacent to businesses located on both Greenwood Avenue and Division. Please advise if a Right of Way Liaison Report will be prepared. We also need names and addresses of adjacent owners to put on interested party list.

...Walt Hart: Review the attached prospectus and provide any suggestions you have on the structure type, design, etc. Estimated design time?

...Don Harwell: We will need City-State agreement for construction, detour, maintenance, etc.

Other work that should be started is contacting Burlington Northern about necessary railroad agreement. Also, Bill cranford needs to assemble traffic data. Preliminary utility contacts have been made.

✓ ...Ed Hunter: Is July or August of next year a realistic time to have project ready for contract?

Upon receipt of your replies, we will proceed to schedule local contacts, public meeting, etc. At this time, I do not believe a formal hearing will be necessary.

DA:mr
encl

cc: Roger Trygstad, Traffic
Bill Cranford, Project Management
Don Harwell, Project Management
Bob Ewen, Construction
Harold Brainerd, Right of Way
Wil Robertson, Resident Engineer
Dave Carter, FHWA

9-1915

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Greenwood Avenue U'Xing @ Division Street (Bend)

HIGHWAY NAME: Central Oregon

HIGHWAY NUMBER: 7

REGION: 4

ADMINISTRATIVE DISTRICT: 10

COUNTY: Deschutes

CITY: --

LENGTH: 0.13

MILEPOST NUMBER: 0.21 TO 0.34

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The current 6-Year Highway Improvement Plan addresses a project named O.B.Riley Road-Brosterha Road (Bend), to be funded FA in the amount of $3,000,000.

⇒ Unit 1 - Greenwood Ave. U'Xing @ Division St., Central OR Highway, Lower Greenwood @ Division and at the RR xing. Construct bridge over Greenwood @ Division.

Unit 2 - O.B.Riley Road-Brosterhaus Rd., The Dalles/Cal. Hwy. Revise intersections @ First St and Brosterhaus. Widen structures, modify signals.

Unit 3 - Industrial Way-The Dalles/Cal. Highway. Hill/Wilson Ave. Widening, paving, and curbs. (Subject to highway/street exchange with the City of Bend.)

This prospectus covers Unit 1. Lower Greenwood Avenue from just east of Hill Street to First Street, in order to obtain legal clearance under the railroad. Construct a 2-span, 90 ft. long by 60 ft. wide concrete slab structure over Greenwood Avenue to carry Division Street traffic.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 14,500

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☒	☐
PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS: AASHTO Urban

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

APPROVED

Location Engineer

Date 3/18/81

FORM 734-1730 (12-78) Page 1

FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	- 11'	4 - 12' - 14'
SHOULDERS	None	None
MEDIANS	None	4'
PARKING LANES	2 - 6' West of Division	2 - 8' West of Division
SIDEWALKS	2-6' Minimum	2-6' Minimom
BIKEWAYS	None	Sidewalk Combination
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☒	☐
Illumination	☒	☐	☐
Structures	☒	☐	☐
Stage Construction Detour planned for Division Street	☐	☒	☐
Pedestrian Crossing	☒	☐	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☒	☐	☐
Right of Way Cost of cure for change in grade	☒	☐	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAY
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☒	☐	☐
At Grade	☐	☒	☐
Separated Lowering highway under existing structure	☒	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☐	☒
Water District City	☒	☐	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment *	☐	☒	☐	Airport Clearance	☐	☒	☐
~~Negative Declaration~~ FONSI	☒	☐	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☒	☐	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power, Telephone, City Water
Sanitary Sewer, Natural Gas

4 - WORK ITEMS * Combined with Units 2 & 3.

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3)	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	(12)	—
P.S. & E. DOCUMENTS	( )	5
RECOMMENDED CONSTRUCTION DATE	JULY 1982 (Region)	F 30 '83 (Salem)

ITEM	NEW WORK	OVER EXISTI
Cement Treated Base	10"	
Asphaltic Concrete	5"	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

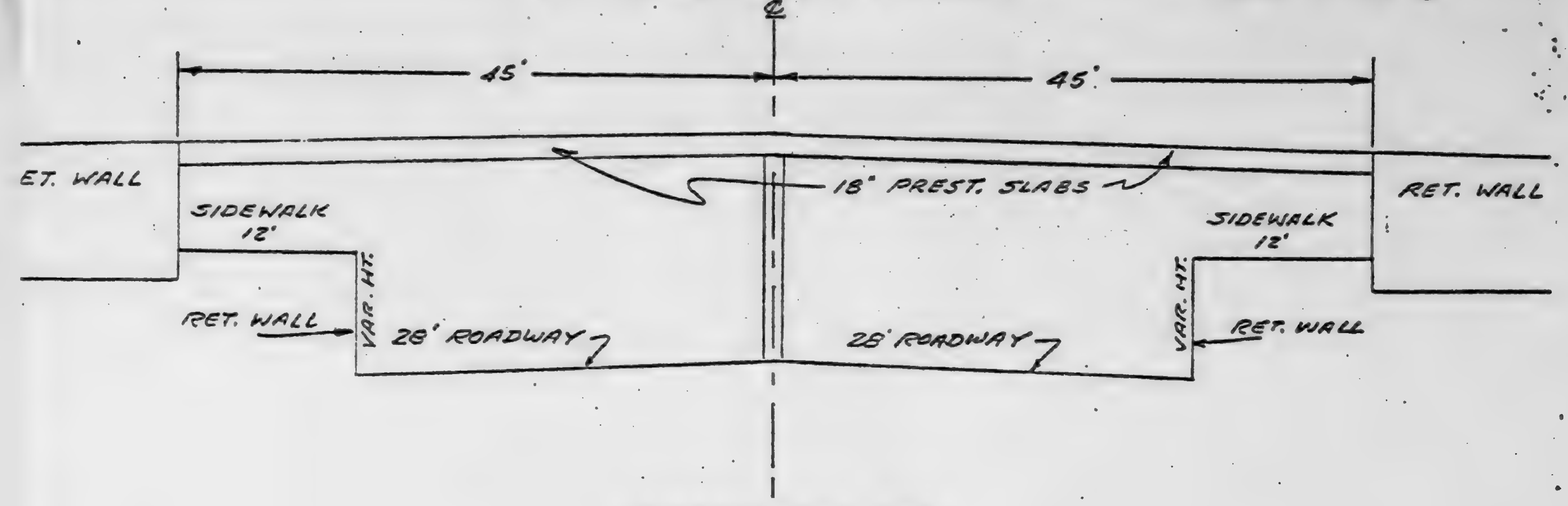
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	100,000.	154.000
RIGHT OF WAY Cost of cure for grade change	750,000.	750.000
TRAFFIC CONTROL		Incl. Below
ILLUMINATION		
STRUCTURES Includes Division St. retaining walls and modification of RR center bent	532,200.	619.000
RAILROAD		
ROADWAY Includes Greenwood retaining walls	433,800.	696.000
OTHER		
ENGINEERING & CONTINGENCIES	350,000.	Incl. Above
PROJECT TOTAL	$2,166,000.	2.219.000

SUBMITTED BY JH Hagedorn

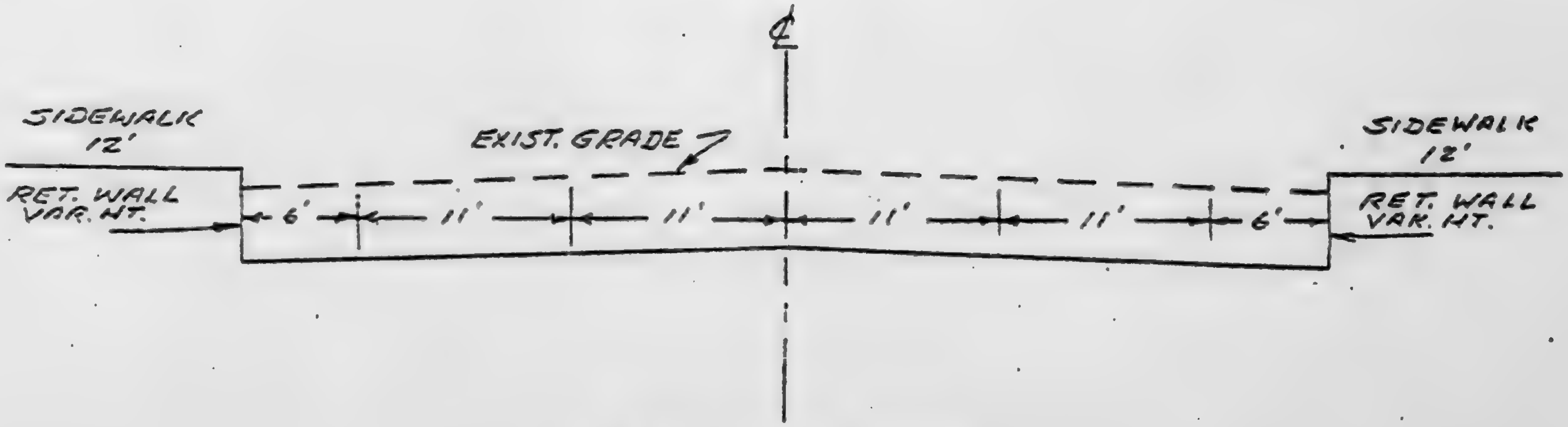
TYPICAL SECTIONS

SHT. 1 of 3



45'
45'
ET. WALL
18" PREST. SLABS
RET. WALL
SIDEWALK 12'
SIDEWALK 12'
RET. WALL
VAR. HT.
28' ROADWAY
28' ROADWAY
VAR. HT.
RET. WALL

GREENWOOD AVE
@ DIVISION ST.

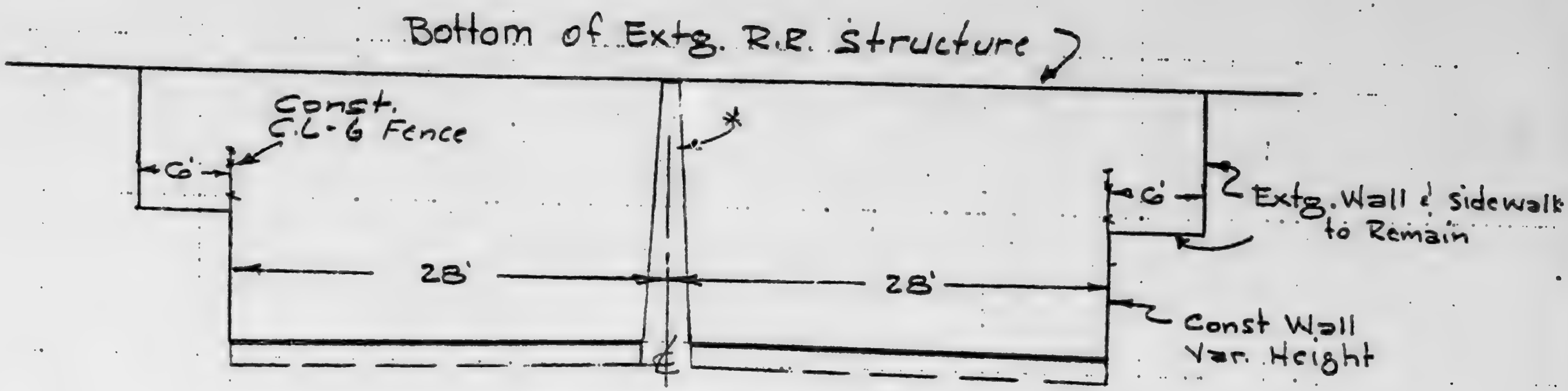


SIDEWALK 12'
EXIST. GRADE
SIDEWALK 12'
RET. WALL VAR. HT.
6'
11'
11'
11'
11'
6'
RET. WALL VAR. HT.

GREENWOOD AVE.

GREENWOOD AVE. U'XING @ DIVISION ST.
CENTRAL OREGON HWY.
DESCHUTES COUNTY
DEC. 1960

Sht. 2 of 3

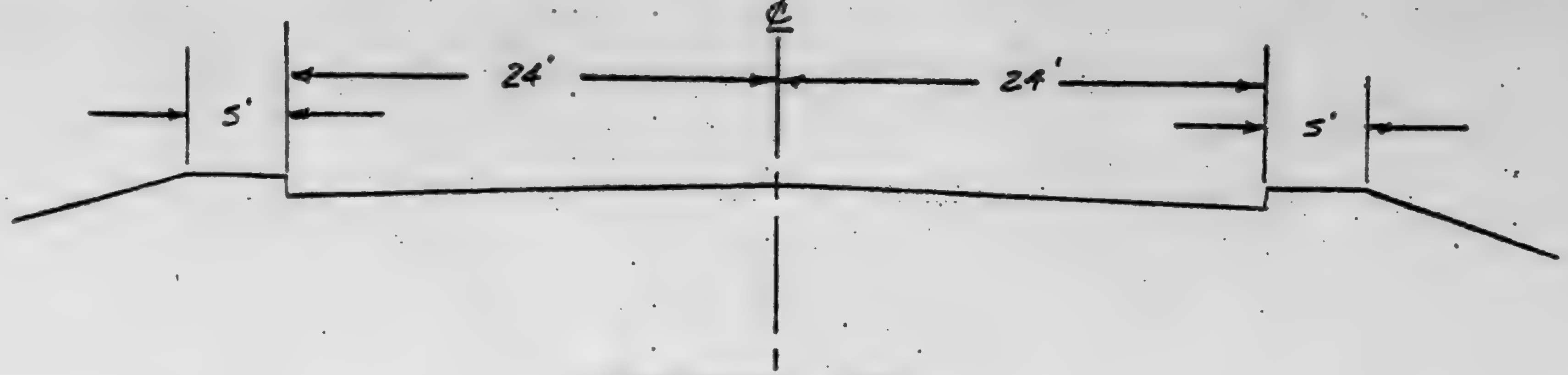

Bottom of Extg. R.R. Structure
Const.
C.L-6 Fence
*
6'
6'
Extg. Wall & sidewalk
to Remain
28'
28'
Const Wall
Var. Height
℄

GREENWOOD AVE.
@ R.R. CROSSING

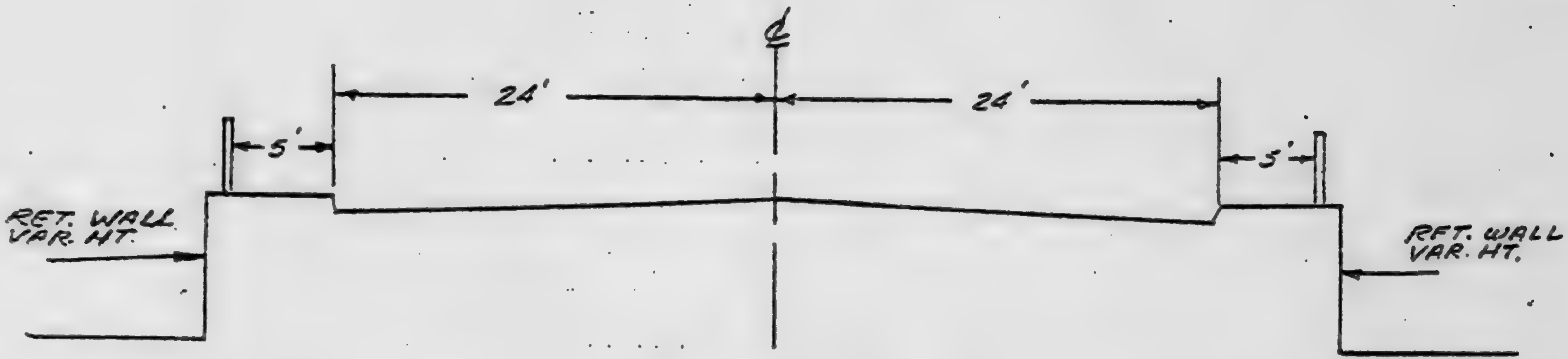
* Existing R.R. Str. Center Pier
1'-0 Wide @ Top
3'-0 Wide @ Road Surface

TYPICAL SECTIONS

SHT. 3 of 3

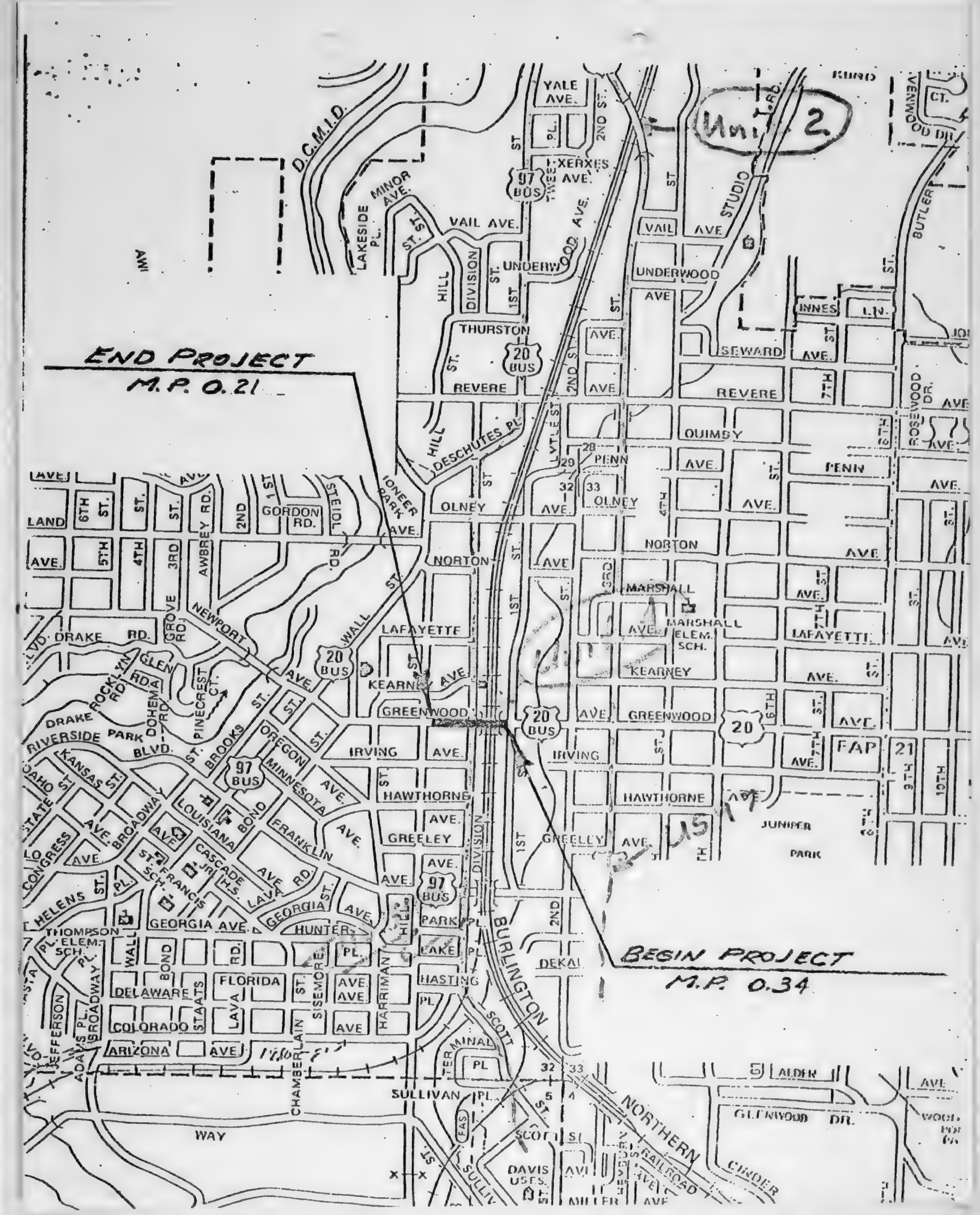


DIVISION ST.


℄
24'
24'
5'
5'
RET. WALL
VAR. HT.
RET. WALL
VAR. HT.

DIVISION ST.
@ BRIDGE ENDS

GREENWOOD AVE UXING @ DIVISION ST.
CENTRAL OREGON HWY.
DESCHUTES



Unit 2

END PROJECT
M.P. 0.21

BEGIN PROJECT
M.P. 0.34

US 97

D.C.M.I.D.
YALE AVE.
XERXES AVE.
2ND ST.
97 BUS
LAKESIDE PL.
MINOR AVE.
VAIL AVE.
VAIL AVE
STUDIO RD.
HILL
DIVISION
UNDERWOOD AVE
1ST
THURSTON
20 BUS
SEWARD AVE.
REVERE
REVERE
DESCHUTES PL.
QUIMBY
PENN
PENN
OLNEY AVE.
OLNEY
NORTON
NORTON
GORDON RD.
AWBREY RD.
STEIDL RD.
PIONEER PARK
WALL ST.
NEWPORT AVE.
DRAKE RD.
LAFAYETTE
MARSHALL
MARSHALL ELEM. SCH.
KEARNEY AVE.
KEARNEY
GREENWOOD
GREENWOOD
20
FAP 21
IRVING AVE.
IRVING
HAWTHORNE
HAWTHORNE AVE
GREELEY
GREELEY
JUNIPER PARK
DRAKE PARK
RIVERSIDE BLVD.
PINECREST CT.
BROOKS ST.
OREGON AVE.
MINNESOTA AVE.
FRANKLIN AVE.
KANSAS ST.
BROADWAY
LOUISIANA
BOND
CONGRESS
CASCADE JR. H.S.
ST. FRANCIS SCH.
ST. HELENS
LAVA RD.
GEORGIA AVE.
THOMPSON ELEM. SCH.
HUNTER PL.
PARK PL.
LAKE PL.
HASTING PL.
DEKAL
FLORIDA AVE
DELAWARE
COLORADO
ARIZONA AVE
SISEMORE
HARRIMAN
CHAMBERLAIN
STAATS
JEFFERSON PL.
ADAMS PL.
BURLINGTON NORTHERN RAILROAD
SCOTT
TERMINAL PL.
SULLIVAN PL.
SCOTT ST.
DAVIS USFS.
MILLER AVE
ALDER AVE
GLENWOOD DR.
CINDER
BUTLER
ROSEWOOD DR.
INNES LN.
WAY
FAS
32
33
28
29

9718

CON 19-4

ROW 18-2

October 8, 1981

Mr. James N. Bone
Chief Engineer - Region
Burlington Northern Railway
Public Works - Central Bldg.
810 Third Ave.
Seattle, OR 98104

Greenwood U'Xing
City of Bend
Crossing No. 28T-151.00-B

S HUNTER

ATTN: Leo L. George, Engineer

We are currently preparing a project in the City of Bend which would lower Greenwood Ave. approximately five feet to obtain legal clearance under the railroad. Our current desire is to let a contract next summer or fall.

Judging from Burlington Northern's reaction to our proposal to design a railroad structure in the Salem area, I would assume that Burlington Northern would want to do the design for the revision of this structure also. I had some earlier correspondence with Kenny King of your Portland office but we didn't make much progress.

Other items that I would like comments from you on would be:

(1) After the design is completed, who would perform the work. Would it be done by our contractor or would BN do the work with their crews.

(2) We would propose that BN pay for one-half the cost of the work relating to the railroad structure. Not only would this work eliminate a serious vertical clearance problem which causes the existing structure to be hit often, but BN would obtain a lot of good public relations in the process.

RECEIVED
TECHNICAL SERVICES
OCT 10 '81
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Assuming that Burlington Northern will want to do the design, I wish that you would have an agreement prepared for our consideration so that this project can get under way.

Cordially,

R D Trygstad
Roger D. Trygstad
Railroad & Utility Engineer

RDT/vlw

bc: J. B. Boyd
E. S. Hunter ✓
Walt Hart
Dale Allen

CON 19-4

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Dale Allen
Region 4 Engineer

DATE: October 5, 1981

FROM: Gary A. Potter, Manager Gary
Environmental Section

[illegible]
S. HUNTE

SUBJECT: Greenwood Avenue Undercrossing at Division Street
Unit 1, O.B. Riley-Brosterhaus Road
Central Oregon Highway
Deschutes County

Your letter of October 1 outlined a number of items that need scheduling for work on the subject project. Cam Gilmour has also kept me informed on your discussions of the last several days.

An environmental assessment is required and a Finding of No Significant Impact (FONSI) must be issued by FHWA before we obtain design approval. It usually takes 5 to 9 months to prepare an EA, issue it for public review, hold a hearing, decide what to do, and obtain a FONSI from FHWA. This is assuming the correct delineation of alternatives and the timely availability of traffic data for the air and noise studies.

You mentioned that a formal public hearing was not needed. That may be, but the EA has a required 30 day circulation period that must be preceded by public notices.

Work on the EA can begin as soon as we receive mapping delineating the project. This map should show the project boundaries and have a sketch of the proposed overcrossing, retaining walls, and the proposed lowering of Greenwood Avenue. Something else that would reduce time in the process would be an engineering narrative that describes the project and the construction in some detail. It would be useful to have a description of the staging and/or mapping of the detour as well. Once this information and the traffic data is available for the air and noise work, an accurate estimate can be made the time required to gain design approval.

Enclosed are two recent examples of environmental assessments that were prepared this year. These should give you an idea of the information and level of detail that is required for an EA.

The project manager in my section will be Kathy Kubick. She will be responsible for the assembly, writing and publication of the EA. Please designate who you want Kathy to work directly with on this project.

GAP:lb

Attachments

cc: E. S. Hunter
J. H. Versteeg
F. E. Terpin
Bill Cranford

RECEIVED
TECHNICAL SERVICES
OCT 5 '81
REFER TO
FOR
Info	Invest	R/D	D/R	Sign	Act	File

Contains Recycled Materials
1-125-1387

CON 19-4

#[illegible]9-06 Spec File

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 11, 1981

FROM: Dale D. Allen
Region Engineer

SUBJECT: North Corridor Traffic Study
City of Bend
Draft Received June 9, 1981

Last week I did not get an opportunity to go over the "final draft" of the Bend Traffic Study. This will go to public in about 30 days, after our comments, and represents the results of the past 2½ years of working with the City. The report was jointly financed by City, State ($10,000), and developers (Brooks and Riverhouse). Total cost, about $40,000.

I have highlighted the key points and referenced Unit 1 and Unit 2 of the O. B. Riley-Brosterhaus Road projects. You can see they are a significant part of the total solution.

Specifically note pages 43 and 44 which relates directly to our Six-Year update and to the priorities of the overall program.

Note that I have recommended Unit 2 (Y) vs. Unit 1 (Greenwood Avenue) as the highest priority and the report has them just the opposite. I would recommend we show Unit 2 for 1983 and Unit 1 for 1986-87 and use the public meeting to decide which job should be delayed.

In either case, I believe you will agree that this report provides solid support for these projects over several identified with much lower volumes and need.

After your review, would you request John Hanks (Adrian?) or whoever is appropriate to review the technical data and get back to me by June 25 for a reply.

DA:mr

encl

RECEIVED
STATE HWY ENGR
JUN 15 '81
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/H	Sign	Act	File

9-117　　4-7-81　　CCN 17-4

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-21-3(6)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10133

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/7/81

8. FEDERAL ROUTE NUMBER Primary 21 (Spur)

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:

Greenwood Aveune U'Xing at Division Street Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* all phases of PE including archeological salvage necessary for adoption of FONSI at TEC $78,400 F.F. $69,130

13. REMARKS

As requested by Mr. Swan's PEA dated 3/26/81.

RECEIVED
STATE HWY ENGR
APR 10 '81
REFER TO [illegible]
FOR
Info | | | | | Act | File

Orig to: 4-10 81

14. DATE 4/7/81

15. SIGNATURE OF APPROVING OFFICIAL G K [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)　　PREVIOUS EDITIONS MAY BE USED

7

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Greenwood Avenue U'Xing @ Division Street (Bend)

HIGHWAY NAME: Central Oregon

HIGHWAY NUMBER: 7

REGION 4	ADMINISTRATIVE DISTRICT 10	COUNTY Deschutes	CITY --

LENGTH: 0.13

MILEPOST NUMBER: 0.21 TO 0.34

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☒ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The current 6-Year Highway Improvement Plan addresses a project named O.B.Riley Road-Brosterhaus Road (Bend), to be funded FA in the amount of $3,000,000.

⇨ Unit 1 - Greenwood Ave. U'Xing @ Division St.,Central OR Highway, Lower Greenwood @ Division and at the RR xing. Construct bridge over Greenwood @ Division.

Unit 2 - O.B.Riley Road-Brosterhaus Rd., The Dalles/Cal. Hwy. Revise intersections @ First St. and Brosterhaus. Widen structures, modify signals.

Unit 3 - Industrial Way-The Dalles/Cal. Highway. Hill/Wilson Ave. Widening, paving, and curbs.(Subject to highway/street exchange with the City of Bend.)

This prospectus covers Unit 1. Lower Greenwood Avenue from just east of Hill Street to First Street, in order to obtain legal clearance under the railroad. Construct a 2-span, 90 ft. long by 60 ft. wide concrete slab structure over Greenwood Avenue to carry Division Street traffic.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 14,500

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☒	☐
PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH): 35

DESIGN STANDARDS: AASHTO Urban

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

1 Versteeg /
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 39 1981
ROAD DESIGN SECTION

Do Not File
Return To
Bring to
Action

APPROVED
Frank E. Turpin
Location Engineer
Date 3/18/81

REFERRED TO
Board
Stoudenmeyer
Cole /
Mann NEM
Erikson
Watson
Hager
Dorn
Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	4 - 11'	4 - 12' - 14'
SHOULDERS	None	None
MEDIANS	None	4'
PARKING LANES	2 - 6' West of Division	2 - 8' West of Division
SIDEWALKS	2 - 6' Minimum	2 - 6' Minimum
BIKEWAYS	None	Sidewalk Combination
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☒	☐
Illumination	☒	☐	☐
Structures	☒	☐	☐
Stage Construction Detour planned for Division Street	☐	☒	☐
Pedestrian Crossing	☒	☐	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☒	☐	☐
Right of Way Cost of cure for change in grade	☒	☐	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☒	☐	☐
At Grade	☐	☒	☐
Separated Lowering highway under existing structure	☒	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☐	☒
Water District City	☒	☐	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment *	☐	☒	☐	Airport Clearance	☐	☒	☐
~~Negative Declaration~~ FONSI	☒	☐	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☒	☐	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power, Telephone, City Water
Sanitary Sewer, Natural Gas

4 - WORK ITEMS * Combined with Units 2 & 3.

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(3)	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	(12)	–
P.S. & E. DOCUMENTS	( )	5

	(Region)	(Salem)
RECOMMENDED CONSTRUCTION DATE	JULY 1982	F 30 '83

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Cement Treated Base	10"	
Asphaltic Concrete	5"	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

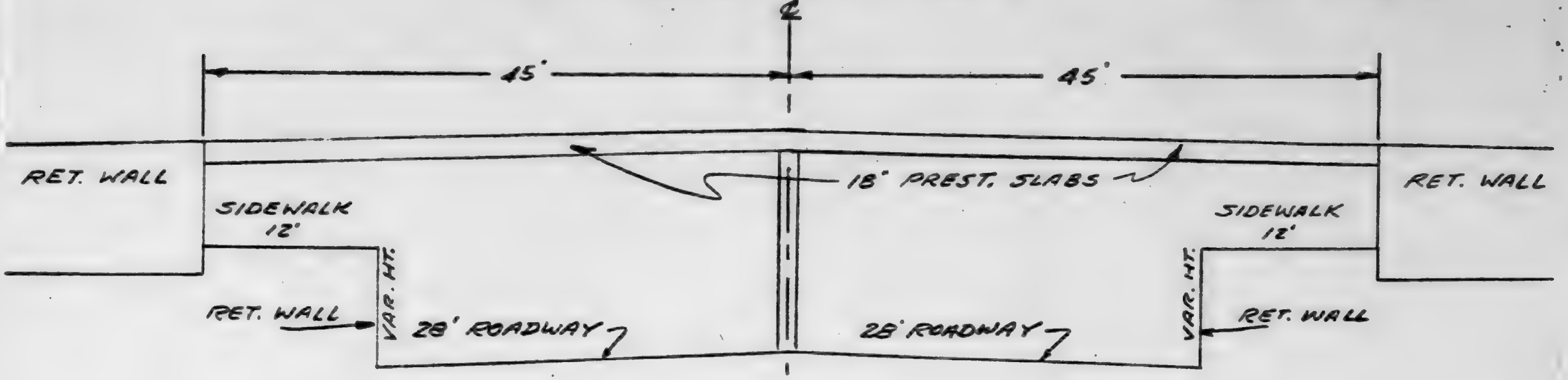
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	100,000.	154.000
RIGHT OF WAY Cost of cure for grade change......	750,000.	750.000
TRAFFIC CONTROL		Incl. Below
ILLUMINATION		
STRUCTURES Includes Division St. retaining walls and modification of RR center bent	532,200.	619.000
RAILROAD		
ROADWAY Includes Greenwood retaining walls........	433,800.	696.000
OTHER ______________		
ENGINEERING & CONTINGENCIES	350,000.	Incl. Above
PROJECT TOTAL	$2,166,000.	2.219.000

SUBMITTED BY J K Hagedorn

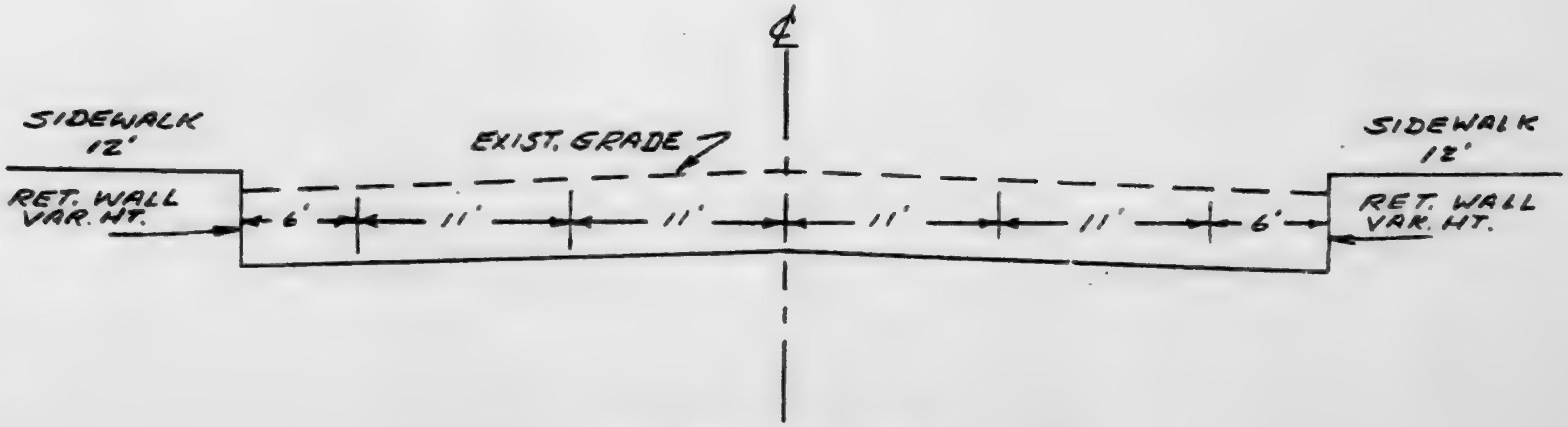
TYPICAL SECTIONS

SHT. 1 of 3



℄
45'
45'
RET. WALL
18" PREST. SLABS
RET. WALL
SIDEWALK 12'
SIDEWALK 12'
VAR. HT.
VAR. HT.
RET. WALL
28' ROADWAY
28' ROADWAY
RET. WALL

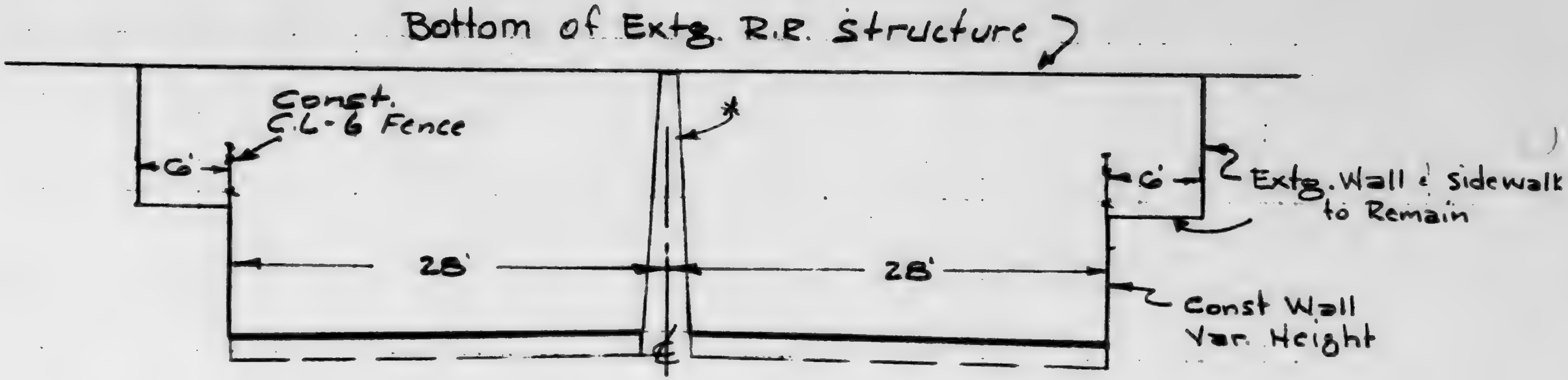
GREENWOOD AVE
@ DIVISION ST.



℄
SIDEWALK 12'
EXIST. GRADE
SIDEWALK 12'
RET. WALL VAR. HT.
6'
11'
11'
11'
11'
6'
RET. WALL VAR. HT.

GREENWOOD AVE.

GREENWOOD AVE. U'XING @ DIVISION ST.
CENTRAL OREGON HWY.
DESCHUTES COUNTY
DEC. 1960

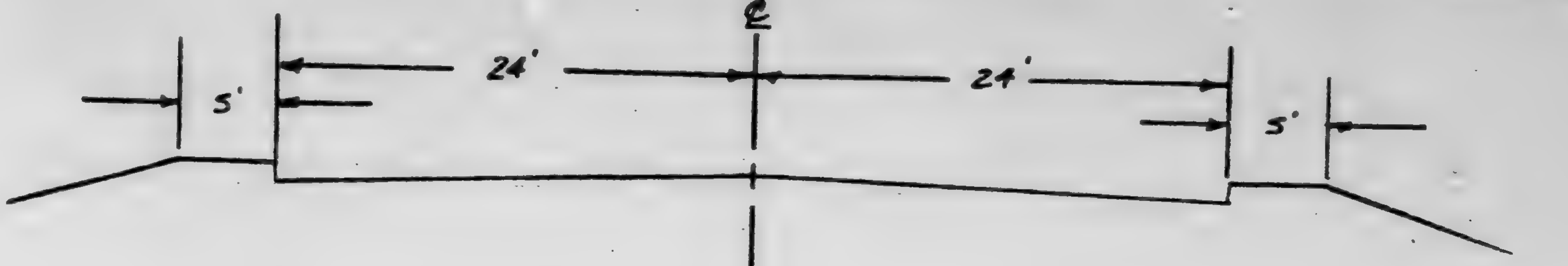

Bottom of Extg. R.R. Structure
Const. C.L-6 Fence
6'
*
6'
Extg. Wall & Sidewalk to Remain
28'
28'
Const Wall Var. Height
℄

GREENWOOD AVE.
@ R.R. CROSSING

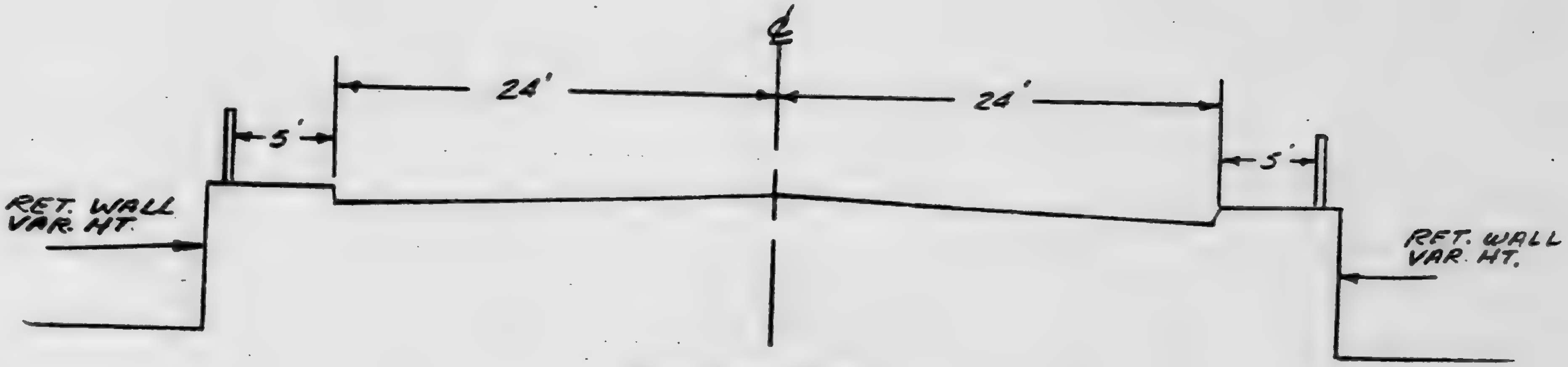
* Existing R.R. Str. Center Pier
1'-0 Wide @ Top
3'-0 Wide @ Road Surface

TYPICAL SECTIONS

SHT. 3 of 3

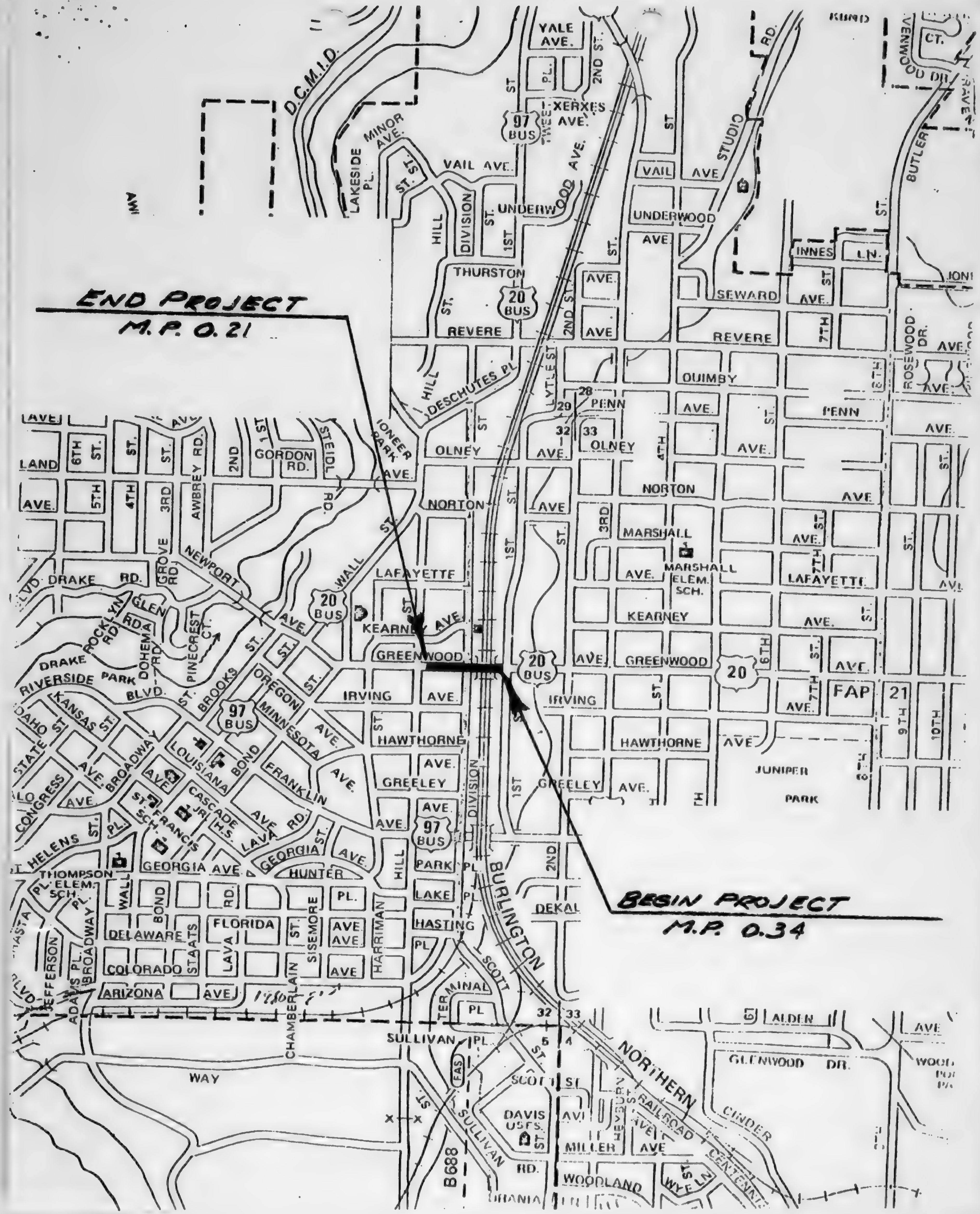


DIVISION ST.


℄
24'
24'
5'
5'
RET. WALL
VAR. HT.
RET. WALL
VAR. HT.

DIVISION ST.
@ BRIDGE ENDS

GREENWOOD AVE UXING @ DIVISION ST.
CENTRAL OREGON HWY.
DESCHUTES



END PROJECT
M.P. 0.21

BEGIN PROJECT
M.P. 0.34

D.C.M.I.D.
YALE AVE.
XERXES AVE.
97 BUS
LAKESIDE PL.
MINOR AVE.
VAIL AVE.
STUDIO RD.
BUTLER
UNDERWOOD AVE.
INNES LN.
THURSTON
20 BUS
SEWARD AVE.
REVERE
DESCHUTES PL.
QUIMBY
PENN
ROSEWOOD DR.
OLNEY
PIONEER PARK
GORDON RD.
STEIDL RD.
NORTON
AWBREY RD.
GROVE RD.
NEWPORT AVE.
DRAKE RD.
WALL ST.
LAFAYETTE
MARSHALL
MARSHALL ELEM. SCH.
KEARNEY AVE.
GREENWOOD
20
FAP 21
IRVING
HAWTHORNE AVE.
JUNIPER PARK
GREELEY AVE.
RIVERSIDE BLVD.
DRAKE PARK
PINECREST CT.
BROOKS ST.
OREGON
MINNESOTA AVE.
FRANKLIN AVE.
BOND
LOUISIANA
BROADWAY
CASCADE JR. H.S.
ST. FRANCIS SCH.
KANSAS
IDAHO ST.
STATE ST.
CONGRESS
ST. HELENS PL.
THOMPSON ELEM. SCH.
GEORGIA AVE.
HUNTER
LAVA RD.
DIVISION
1ST
2ND
BURLINGTON
NORTHERN RAILROAD
PARK PL.
LAKE PL.
HASTING PL.
DEKAL
DELAWARE
FLORIDA
SISEMORE
STAATS
HARRIMAN
COLORADO
ARIZONA AVE.
CHAMBERLAIN
JEFFERSON
ADAMS PL.
TERMINAL PL.
SCOTT ST.
SULLIVAN PL.
SULLIVAN RD.
ALDEN AVE.
GLENWOOD DR.
CINDER
CENTENNIAL
WAY
DAVIS USFS.
HEYBURN
MILLER AVE.
WOODLAND
WYE LN.
B688
FAS
32 33
5 4
28 29 32 33

Form FHWA 121 (1/80)

Con 19-4

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project M-3340(-)
Project Category Request
Greenwood Ave. U'Xing @ Division St.
Central Oregon Hwy., Deschutes County

Date: January 19, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Environmental Section Manager, OSHD

The project category request has been reviewed and we concur in the classification of a Category 2, requiring the preparation of an environmental assessment. Following completion of the assessment, the proposal will be reanalyzed for a determination of significant impacts.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

NOTED
E. S. HUNTER

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg 4, Env)

RECEIVED
TECHNICAL SERVICES
JAN 20'81
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | [illegible]

CON 19-4

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: December ~~29~~ 30, 1980

FROM: Dale D. Allen
Region Engineer

Dale

SUBJECT: O. B. Riley-Brosterhaus Road
The Dalles-California Highway
City of Bend

[illegible] Mtg.
[illegible] @ Division

Attached is Working Paper 2 prepared by the City's consultant which includes some discussions on the alternates being reviewed at First-Third Street connection (pages 17-21). While many alternates have been identified, it appears only two deserve serious consideration. These two alternates have been drawn up in more detail and are enclosed. On the sketches are comments and questions that I would like to have reviewed by your section.

It is my belief that adding the additional lanes on the structures (US 97) is necessary with or without the free flow grade-separation concept. Therefore, the available funds should be used to widen the structures and upgrade the existing signalized intersection.

Because the consultant wants to complete their study in January, I would like to meet with our people January 8 in Salem to firm up our position. John Hanks and Adrian Olson can probably answer most of the questions we have on the Alternate A sketch.

Advise if the above date is satisfactory and if so, select a time for the meeting.

Please return two copies of Alternate A sketch to this office.

DA:mr

encl

12-30-80
Dale Allen
[illegible]
[illegible]
Jan. 8 at 8:30 A.M.
Ed

cc [illegible] w/ attachments
Hanks
Olson
12-30-80

RECEIVED
TECHNICAL SERVICES
DEC 30 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SP*75603-128

9-07 Special File

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. H. Moehring, Project Management
Frank Ternin, Location

DATE: December 15, 1980

FROM: Dale D. Allen
Region Engineer

SUBJECT: O. B. Riley Road-Brosterhaus Road
City of Bend

Following discussions last week it was determined the above project would be submitted in the following manner.

Location Survey: Will use a single location survey for O. B. Riley Road-Brosterhaus Road. This prefix will have suffix for various units. Show $3 million project. FSW0001

Program Identification: Will carry the title O. B. Riley Road-Brosterhaus Road; Unit 1, Unit 2, and Unit 3.

Each unit will have a separate prospectus and category request. The units will be as follows:

Unit 1 - Greenwood Avenue U'Xing @ Division Street
Central Oregon Highway; Structure FSW0002

Unit 2 - O. B. Riley Road-Brosterhaus Road
The Dalles-California Highway;
Intersection, structure, signals FSW0003

Unit 3 - Industrial Way-The Dalles/California Highway FSW0004
Sullivan/Hill/Wilson Avenue
Paving
(Subject to highway exchange with City of Bend)

For programming purposes use the following estimates:

Unit 1 - $1.3 million
Unit 2 - $1.2 million
Unit 3 - .5 million

TOTAL $3.0 million

DA:mr

BEN GIFFORD

ontains
cycled
terials
125-1307

TECHNICAL SERVICES BRANCH

DES 16-1

Dale Allen
Region IV Engineer

December 3, 1980

E. S. Hunter
Assistant State Highway Engineer

O. B. Riley Road-Brosterhaus Road
The Dalles-California Highway
Deschutes County

Enclosed are two copies of a plan and a profile of a combined Addison Street Extension and a First Street-Third Street connection at the north entrance to Bend. This is a revision of the Wilbur Smith Concept. The estimated cost would be approximately $1,250,000 plus right-of-way.

The obvious problems would be: (1) What to do about O. B. Riley Road and its access to Sears and other properties in the area; (2) The weaving traffic into Riverhouse from this connector or to the shopping center from Third Street; and (3) The cost, including right-of-way.

A further review of the existing intersection would appear to be in order. Adding an additional lane southbound on Highway 97 through the intersection and on south as a climbing lane over the canal and railroad would be the major cost. Adding lanes on First Street so that two lanes could turn left, northbound on Third, as well as allowing traffic to cross to O. B. Riley Road would be required. It would be desirable to force traffic coming out of O. B. Riley Road to turn right, thus eliminating the need for a 3-phase signal. The cost of such an alternate would appear to be around $800,000. It would appear to avoid the problems that the free-flow alternate brings up but would not provide the added benefits of the Addison extension.

Your review of the overall costs and problems of each alternate would be appropriate.

ADO:ab/ja

Enc.

cc J. H. Versteeg
Frank Terpin
Roger Trygstad

951

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: D. H. Moehring
Assistant State Highway Engineer

DATE November 20, 1980

FROM Frank E. Terpin F.E.T.
Location Engineer

ATTN: D. E. Swan

SUBJECT: O.B. Riley Road-Brosterhouse Road
The Dalles-California Highway
City of Bend
Deschutes County

[illegible]
E. S. HUNTER

The attached copy of a memo dated November 14, 1980 is an attempt to establish the scope of subject project which is listed on the Six Year Program for 1983 with federal aid funding proposed. The projects, as outlined, are not all on the Federal Aid Primary System and it is presumed that system action will be required prior to programming of projects for construction.

Since procedures, time frames and required information to implement the system change may be important in making decisions at this stage, we would appreciate your advice.

Your early response would be appreciated.

FET:GCW:ge

Attach.

cc E. S. Hunter
Dale Allen
L. E. George
J. H. Versteeg
Gary Potter
Walt Hart

RECEIVED
TECHNICAL SERVICES
NOV 21 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

November 20, 1980

In Reply Refer to
File No.:

Art Johnson
City Manager
Bend City Hall
Bend, OR 97701

E. S. [illegible]

CC Vesting
11-21-80

RECEIVED
TECHNICAL SERVICES
NOV 21 '80
REFER TO
FOR
File
Act
Sign
D/R
R/D
Invest
Info

RE: O. B. Riley Road-Brosterhaus Road Section
The Dalles-California Highway-Division Street

Dear Art:

After reviewing the minutes and transcript of Tuesday's meeting, it became apparent that I failed to discuss some of the most basic issues that were considered several months ago before coming up with the specific proposals. Tuesday's meeting involved around the design information which was drawn up in the last two months. Some of the basic issues and concerns I have heard are candidly discussed below.

..."Keep all traffic on Third and retain Division for local use" or "Why have two congested streets instead of one?"

Some people's rational is that if Third Street gets bad enough it will deter people from moving to Bend. This, of course, is highly unlikely. As far as 'saving' the street for local use, this is a good concept but if Division Street is not developed to its maximum capacity, it will be a very congested local street. We then would end up with two problems and not one. Third Street will not accommodate the expected growth. The 'spillover' can be on Hill, 4th, 5th, 6th (residential areas) or controlled by designing Division to absorb the majority of the growth.

..."Are the Highway Department's traffic forecasts realistic?"

As you know, these came directly from the City's Planning Department growth figures. Historically, such figures tend to be on the high side. At several locations, we are showing three times today's traffic volume in 1990. I personally feel more comfortable with a conservative estimate of double today's volume.

..."What will doubling of volume look like?"

This picture is the most difficult for me to keep 'up front' as designs are reviewed. You have to assume we will be looking at trying to handle the traffic of two Third Streets on a busy summer day. To do otherwise will provide solutions that will be obsolete the day the ribbon is cut. The volume of two Third Streets, 50,000 cars per day, is heavy traffic.

..."Mid-range or long-range design."

The proposals being reviewed are more than 'band-aid' solutions. With a satisfactory solution at Revere and the North "Y" (which I think we are close to resolving) the two-lane section on Division will double the north-south capacity and not at the expense of east-west traffic. This is a 100 percent improvement. Perhaps more important, the design has a 'built-in' low-cost feature to accommodate almost 100 percent more capacity. This being, simply restriping from 2 to 4 lanes. The latter is a true long-range option.

..."Plan is good but it does not allow easy circulation (left-turns, etc.)"

The primary consideration here is your major traffic volumes which are east-west and north-south and secondary considerations are turning movements. If the major movements are totally congested, the secondary movements will be congested. Or, from a positive standpoint; if we can accommodate the east-west, north-south volumes with a smooth flow and adequate gaps, there is a much better chance of 'designing out' the secondary trouble spots. A case in point is the structure at Greenwood will prevent a direct left-turn on Division westbound. To not build the structure could cause a motorist to wait through two or three green cycles before he gets to Division to turn left. (The major movement is congested) With the structure, the right turn around the block and right on to Division can be relatively painless and much faster by designing out the right angles, stop signs, etc.

..."CBD-Shopping Centers-Third Street Businesses."

All these areas must be served. The proposed plan puts the future traffic halfway between Third and the CBD. Because of the railroad, the scale would seem to be tipped slightly in favor of the CBD.

..."State is only concerned about north-south US 97 Traffic."

This is only partly true. Today, in November, probably 75-85% of cars on Third are from Deschutes County and a large number of these are City residents. The State's solution then is to help the City provide a major local street to handle local traffic and in turn this will solve our problem. Directional signing will keep US 97 State traffic on Third and Division Street will become the locals way across town. The Bulletin accurately described the situation when they used the quote "We met the enemy and he is us."

As I explained, these are candid responses to some of the concerns expressed to my office and may assist you and the Advisory Committee in responding to similar inquiries.

Yours very truly,

Dale Allen

Dale D. Allen, Region Engineer

DA:[illegible]

bc: Ed Hunter, Frank Terpin

#4 9-07 Special File

9?18

STATE OF OREG

INTE OFFICE MEMO

TO: Team #1 Members

DATE: November 14, 1980

FROM: Dale D. Allen
Region Engineer
Dale D Allen

SUBJECT: Team #1 Meeting
O. B. Riley-Brosterhaus Road

NOTED
H. S. COULTER

Attached are minutes of the meeting held in Bend on November 12, 1980.

I have met with the City Manager of Bend, Art Johnson, and the City Engineer, Tom Gellner, and we reviewed this report. They were supportive of proposal and have requested the information be presented to the City Commission and City-County Streets Advisory Committee Tuesday morning, November 18. At that meeting, I will request the City's endorsement of the proposals outlined in the attached minutes.

DA:mr

encl

cc: Team #1 Members
Mike Hollern
H. S. Coulter
E. S. Hunter
Bob Lammert
Wil Robertson
City of Bend, Art Johnson

Scott

RECEIVED
STATE HWY ENGR
NOV 17 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

TEAM #1 MEETING
O. B. Riley-Brosterhaus Road Section
City of Bend

On November 12, 1980, a Team #1 meeting was requested by Dale Allen to review recommendations for allocating $3 million programmed for the above section. Those in attendance are listed on the attached sheet 'A'.

Allen explained the work completed on Division Street and the current schedule from the City to complete the remaining sections. See attached sheet 'B'.

Prior to a field review the following proposals were made:

(1) Region submit Prospectus and Authority for Survey Request to lower Greenwood Avenue to obtain legal clearance under the railroad at Division Street and carry Division Street across Greenwood Avenue on a two-span 82 ft. x 60 ft. slab structure. Preliminary estimate of cost, $1.5 million. Schedule for construction, summer of 1982. (FY 83)

(2) Region and Traffic section prepare Prospectus and Authority for Survey request for anticipated signal, signing and channelization work on Third Street. This would involve new signal controller equipment, possible construction of merge lane at Brosterhaus Road, possible channelization revisions and revised signing. Very preliminary estimate of cost is $300,000. Work to coincide with completion of Greenwood structure.

(3) Region meet with City of Bend to discuss exchange of highways. See attached Sheet "C". Contingent upon reaching an agreement on the exchange, undertake the widening, paving and curbs of Division Street from lumber mill to Wilson (marked Section I) on Sheet 'B'. Preliminary estimate of cost, $400,000. Schedule for FY 1982.

(4) The above work accounts for $2.2 million of the $3 million available. Several options were discussed for the $800,000 balance. They include:

> (a) Allocate funds to City to use on Division Street north of Revere. Because the funds available are Federal Aid Primary and could not be spent on Division Street, any such agreement would have to be 100% State funds. The lack of these funds makes this option unlikely.
>
> (b) Utilize the funds to add one lane SB to the canal and railroad structures south of the First Street "Y" on US 97.
>
> (c) Utilize the funds to modify the above intersection, possibly along the concept developed by Wilbur Smith and Associates. Refer to attached Sheet 'D'.

Following an "on the ground" review of Division Street, US 97, and the new Colorado Avenue, the Committee offered these comments and recommendations.

John Hanks (Traffic Section) - Concurs that Greenwood-Division structure is highest priority. Improvements necessary for Division Street to carry significant volume of north-south traffic and not seriously restrict east-west traffic to CBD. Presently, only eight lanes provide the principle access east and west (2 at Revere, 2 at Franklin, and 4 at Greenwood). With the projected traffic volume on Division and Greenwood, the congestion at this intersection would seriously reduce the effectiveness of both arterials.

J. Backstrand (Bridge Design) - Did not see any special design problems in proposed bridge construction. Data to be furnished to Bridge section to review estimate. Division Street would be closed and detoured via Hill Street. (Two of four lanes on Greenwood needed to remain open during construction). City-State agreement required to handle detour and adjust utilities.

Glenn Hossner (FHWA) - The "phased" approach to a system improvement has generally been most successful. That is, to attempt to establish Division as a part of US 97 and apply for a single contract with cooperative funding (City-County-State and Federal), would require further studies and possible significant delays.

John Joyce (Wilbur-Smith Associates) - At Greenwood and Division compare costs of raising Division as Phase I and lowering Greenwood at later date to obtain railroad clearance.

A. Olson (Urban Design) - Concurs in proposed work, will review concept at First and US 97. Believes lack of state funds would not allow direct allocation to City.

Harold Brainerd (Right of Way) - No right of way appears to be required at Greenwood but change in grade will require right of way settlements with several owners.

P. Dykman (Environmental Section) - Updating the negative declaration statement (Deschutes Place-Greenwood Avenue) should be all that is required to complete the recommended operational improvements. If Federal funds are required on a future Phase III project (routing US 97 traffic on Division, with new alignment), a full EIS would likely be required.

Frank Terpin (Design) - Concurs in overall plan.

Conclusion of committee: Proceed as outlined in the Region recommendations.

Comments or additional recommendations from Team #1 members in attendance should be sent to Location Section for distribution.

DA:mr
cc: Team #1 Members
H. S. Coulter
E. S. Hunter

Sheet "A"

Those in Attendance
Team #1 Meeting
November 12, 1980

Glenn Hossner	FHWA	Field Operations Engineer
Dave Carter	FHWA	Area Engineer
Bob Ewen	OSHD	Field Location Engineer
Jerry Backstrand	OSHD	Supervising Design Engineer
Pieter Dykman	OSHD	Environmental Coordinator
Frank Terpin	OSHD	Location Engineer
A. D. Olson	OSHD	Urban Design Engineer
John Hanks	OSHD	Traffic Analysis Engineer
Harold Brainerd	OSHD	Region Right of Way Supervisor
John Joyce	Wilbur-Smith and Associates (City Consultant)	
Dale Allen	OSHD	Region Engineer

State Sundrd.

Jone.

Current Schedule
of City-County Work

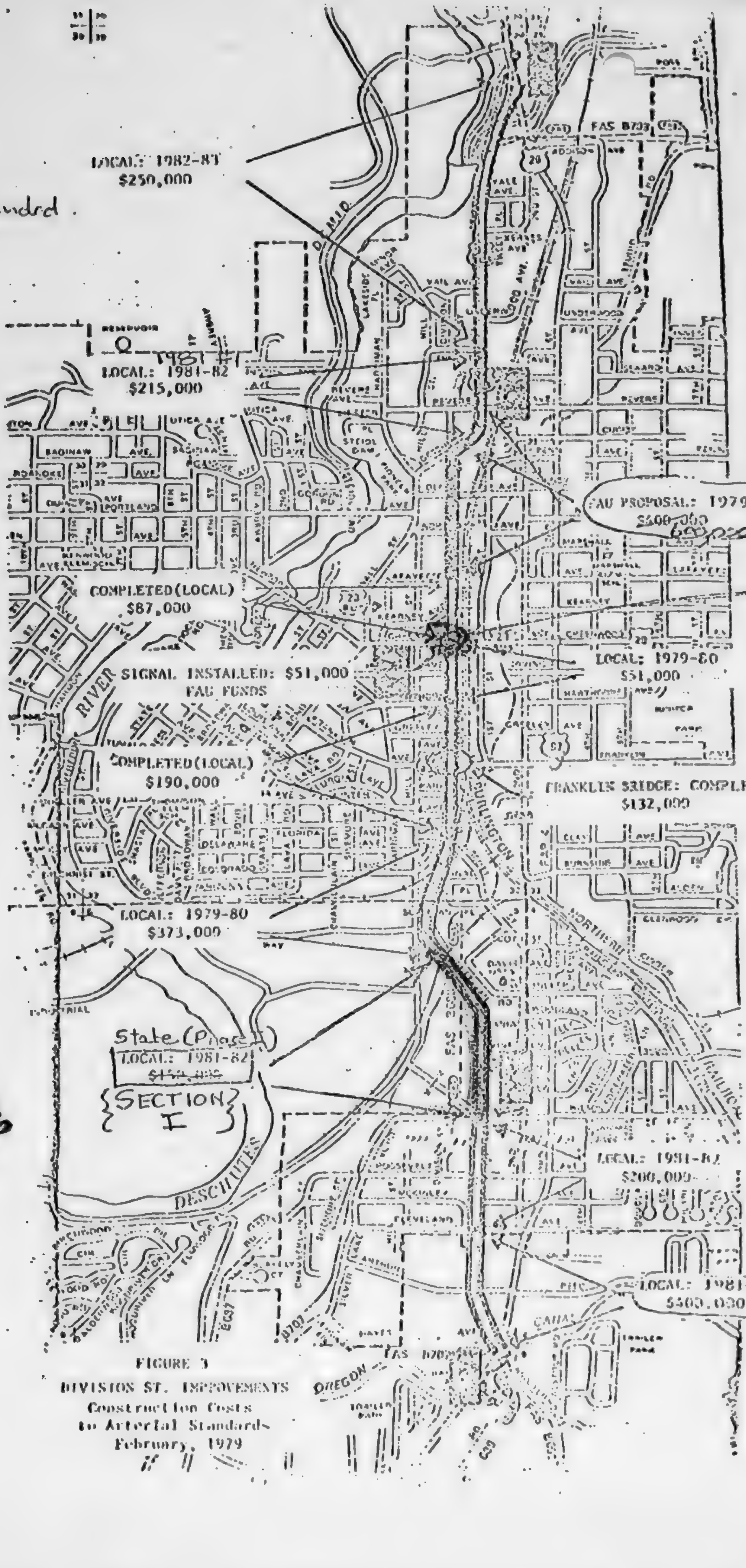
Sum 1981 – FAU.
Sum 1981 – Desch-Thurl
Fall 81 } Wilson-Cleu
Spring 82 } Colorado-wil

1981-82 } Cleveland-
County

82-83 – "Y"-Thurlo

83-84 – Portland-Pe

Sheet B



LOCAL: 1982-83
$250,000

LOCAL: 1981-82
$215,000
1981

FAU PROPOSAL: 1979-80
~~$400,000~~
600,000

See a Hochmerit

COMPLETED (LOCAL)
$87,000

Greenwood Street
(Proposed)
Phase I

SIGNAL INSTALLED: $51,000
FAU FUNDS

LOCAL: 1979-80
$51,000

State:
(Phase II
Signals on 3rd)

COMPLETED (LOCAL)
$190,000

FRANKLIN BRIDGE: COMPLETED
$132,000

Completed:

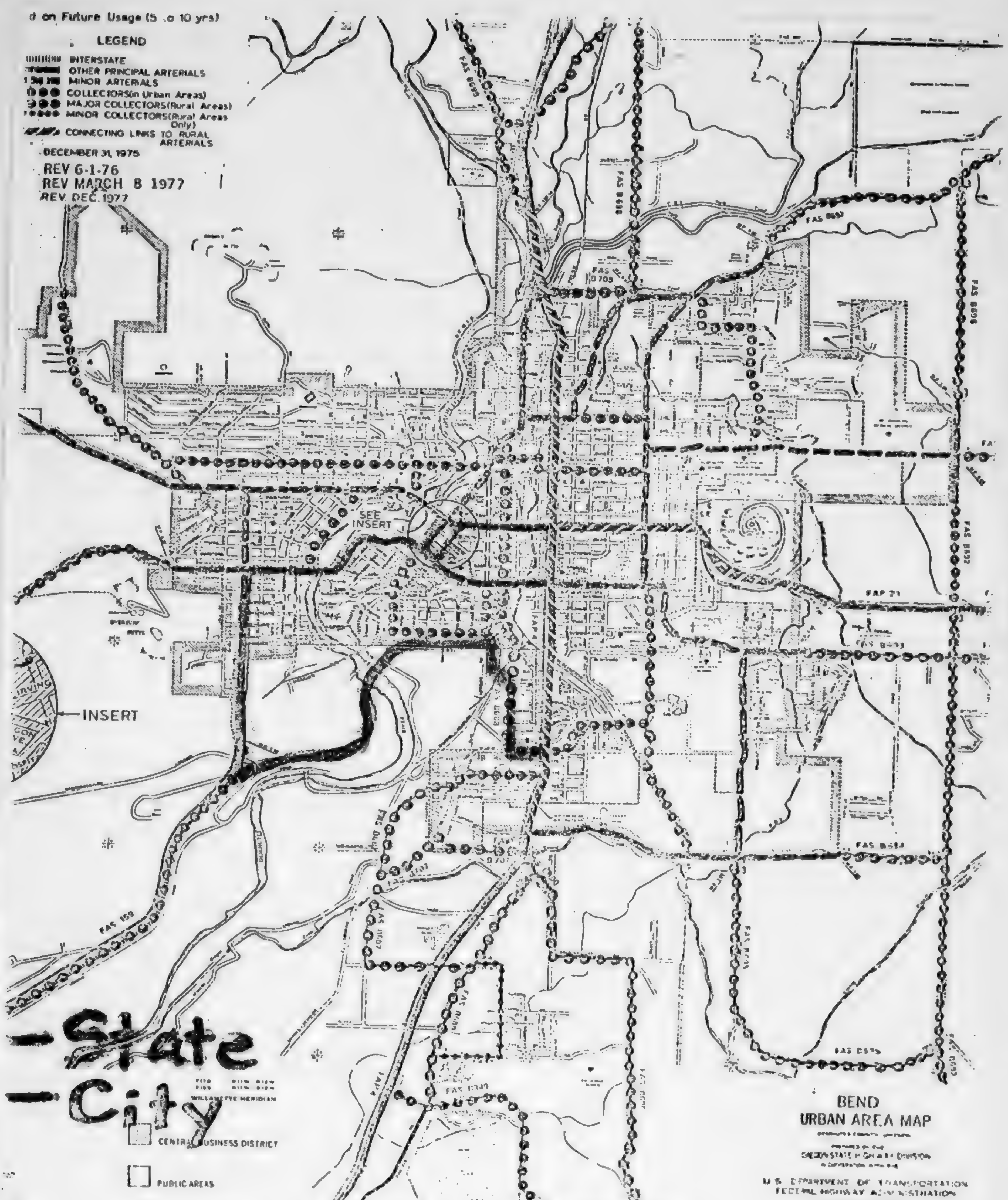
LOCAL: 1979-80
$373,000

State (Phase I)
LOCAL: 1981-82
~~$150,000~~
{SECTION I}

LOCAL: 1981-82
$200,000

LOCAL: 1981-82
$500,000 County
81 – Grading }
82 – Pave. }

FIGURE 3
DIVISION ST. IMPROVEMENTS
Construction Costs
to Arterial Standards
February, 1979

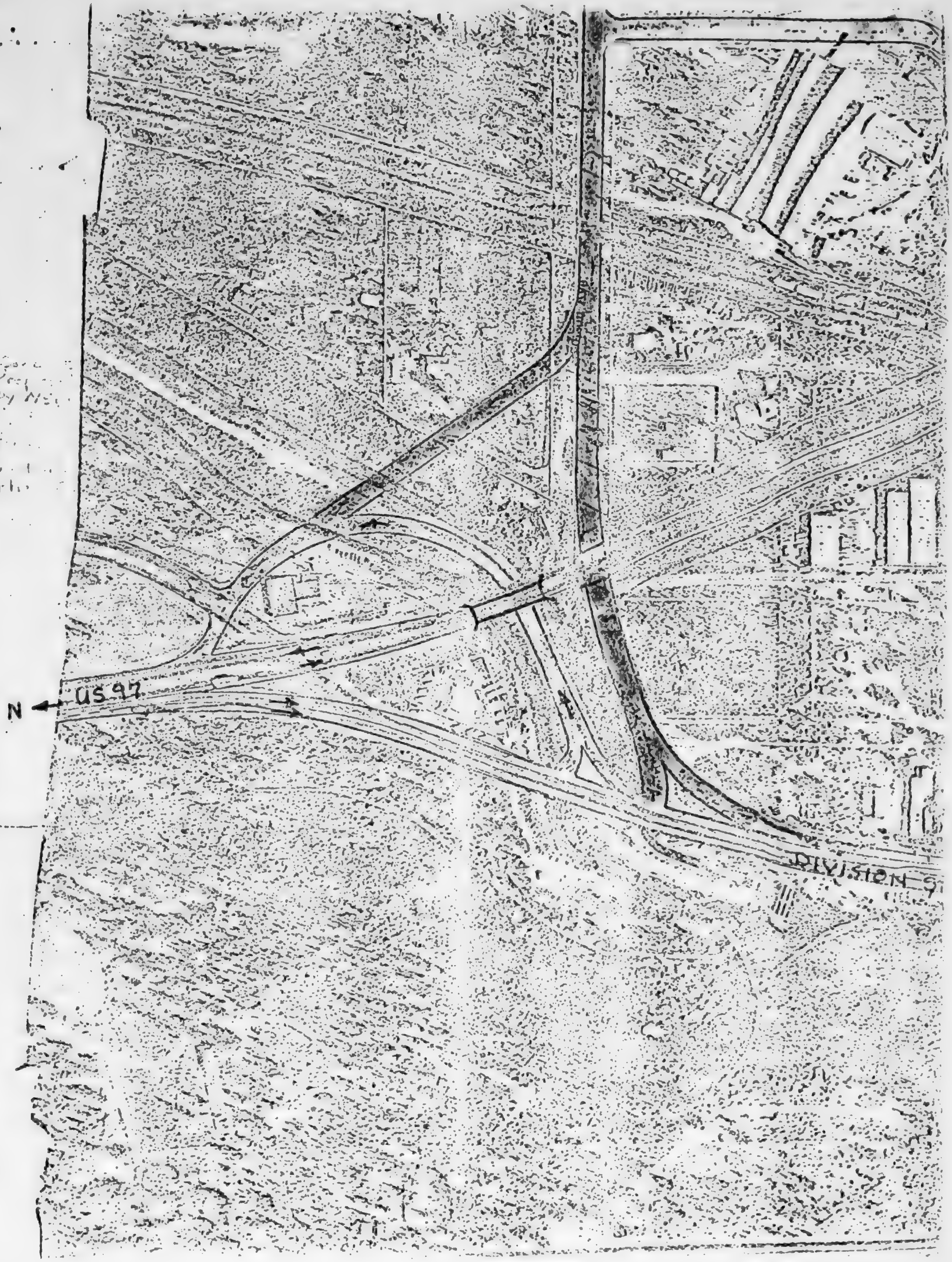

d on Future Usage (5 .o 10 yrs)
LEGEND
INTERSTATE
OTHER PRINCIPAL ARTERIALS
MINOR ARTERIALS
COLLECTORS(in Urban Areas)
MAJOR COLLECTORS(Rural Areas)
MINOR COLLECTORS(Rural Areas Only)
CONNECTING LINKS TO RURAL ARTERIALS
DECEMBER 31, 1975
REV 6-1-76
REV MARCH 8 1977
REV. DEC. 1977
SEE INSERT
INSERT
IRVING
FAS B698
FAS B703
FAS B697
FAS B696
FAP 4
FAP 21
FAS B693
FAS B694
FAS B707
FAS 159
FAS 1349
FAS B695
FAS B692
FAS B699
WILLAMETTE MERIDIAN
-State
-City
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
S C

BEND
URBAN AREA MAP

OREGON STATE HIGHWAY DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Revised October 1975


N
US 97
DIVISION S

-911

October 16, 1980

City of Bend
City Hall
Bend, OR 97701

AGR 4-2

Attention: James W. Kerfoot
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7370

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning a preliminary engineering study on the O. B. Riley Road-Brosterhouse Road Section of The Dalles-California Highway in the City of Bend.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

#4 9-07

STATE OF OREG

INTE OFFICE MEMO

Don
~~Bob~~ Mainor

TO: Don Harwell
Local Government Section

DATE: August 5, 1980

FROM: Dale D. Allen
Region Engineer

Dale Allen

SUBJECT: City-State Agreement
City of Bend

I am returning the draft agreement between the State and the City of Bend. This agreement has been reviewed and is acceptable to the City. At my request, paragraphs 2 and 3 under City Obligations should be changed to read.....

> "2. City shall include, and incorporate into the study, an arterial design concept for Division Street, between Greenwood and O. B. Riley Road, a design that would allow this arterial to accommodate approximately 3200 vehicles per hour."
>
> "3. City shall conduct an Arterial Engineering Analysis and from this analysis prepare Arterial Design concepts which address traffic congestion and circulation problems within the study area. The preliminary design report shall include an analysis of the compatability of developing Division Street as a major arterial, favoring through traffic."

Please review this revised document with Scott Coulter as soon as possible and if acceptable, return the necessary agreements for signature by the City.

For your information, I have enclosed a copy of the agreement between the City and their consultant. This agreement is acceptable and ready to be signed as soon as the City and the State can execute this agreement. Please keep me posted on what action is being taken. – NA not federal project

DA:mr

encl

8/7/80 copy to Coulter w/ agree
for concurrence & return.
to us for final Don H

Contains
Recycled
Materials
1-125-1987

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 5 1980
REFERRED TO ____________ SP-75683-125
FOR ____________
FILE: PM FA LG.

Don H

#4 9-07

Bend

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Harwell, Project Management
ATT: Mainor Holmes

DATE: June 25, 1980

Dale D. Allen

FROM: Dale D. Allen
Region Engineer

SUBJECT: Proposed City of Bend-State Agreement

In the Six-Year Improvement Program there is a project identified as O. B. Riley-Brosterhous Road on US 97. At the present time, we are gathering the information to prepare the Authority for Survey and Prospectus on that project. Two or three alternatives are being reviewed.

At the same time, the City of Bend has undertaken the identification of priority projects on their arterial street system. The attached proposal outlines the scope of their study.

It is essential that the street improvements the City proposes to undertake do not conflict with our proposed project. I am requesting a City-State agreement be prepared which would provide for the following:

(1) The arterial street improvement plan developed by the City incorporate and include the State Highway Division improvements to US 97.

(2) The portion of the investigation the State shall participate in will not exceed $10,000.

(3) The investigation specifically addresses the intersections of Division Street and Deschutes Place, Division Street and Greenwood, and the northerly extension of Division Street to First Street.

If you will prepare a draft of such an agreement, we can sit down with the City and work out some of the details.

Please return the enclosed copy of the proposal "Arterial Streets Improvement Plan, Bend, Oregon."

DA:mr

~~encl~~ cc Scott Coulter -

RECEIVED
STATE HWY ENGR
JUN 26 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

ontains
ecycled
aterials
.123-1387

SP*75683-125

1985 Lakeshore Dr.-Deer Cr. Sec. 9919
Redwood Hwy. @ Selma.
(gr, pav, str, sign, sig.)

9 4 9 jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 6/4/87	REPORT MADE BY 6-4-87 Richard R. Arnold, Area Engineer		PROJECT NO. HES-17(6)
COMPLETION DATE (Actual) 10/10/85	ACCEPTANCE DATE BY CONRTACT AGENCY 12/8/86	TIME ELAPSED 100 %	CONTRACT TIME 100

LOCATION

Lake Shore Drive - Deer Creek Bridge Section, Redwood Highway

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

Work completed under this project consisted of roadbed grading, treated base, AC pavement, riprap, widening of existing bridge and installation of a flashing beacon.

A contract in the amount of $646,923.10 was awarded to Holm II, Inc. on 11/8/84. Work began on 12/11/84 and was completed on 10/10/85 at a final estimated cost of $752,405.31 which includes $637,872.54 for original bid item work, $1,887.18 for approved price agreements, $13,120.59 for force account work, $1,525 State force orders, and $98,000.00 for engineering.

An explanation of the overruns and underruns is attached to the Division Office copy of this report. None of the overruns or underruns were of significant cost.

The work was complete well within the time allowed.

- RRA -

RECEIVED
STAT HWY ENGR
JUN 9'87
REFER TO Fredrickson
FOR
Info | Sign | Act | File

Cy
6/10

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Speil	
TITLE Area Engineer	DATE 6/8/87	TITLE District Engineer	DATE 6/9/87

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9919

December 26, 1986

CON 5 - #9919

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On December 12, 1986, we wrote to you concerning release of final payment on Contract No. 9919 awarded to Holm II, Inc. for work on the Lakeshore Drive-Deer Creek (Selma) Section of the Redwood Highway in Josephine County.

Final payment on this contract is $13,025.22 and the total contract amount is $652,727.18, including $13,120.59 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cc: Holm II, Inc.
P.O. Box 453
Stayton, OR 97383

bc: C. O. Fredrickson
Walt Hart
James J. Gix

cgc

9919

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9919

TO: Commission Services

DATE: December 8, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9919, On Site Work Substantially Completed October 10, 1985

All Work Completed November 13, 1986

Project Lakeshore Drive-Deer Creek (Selma)

Highway Redwood

County Josephine

Type of Work Grade, Pave, Structure, Signing & Signal

Contractor Holm II, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-12-86 - Surety letter written.

RECEIVED
DEC 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-17(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30143

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT -1 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE September 25, 1986

8. FEDERAL ROUTE NUMBER FAP 17

9. STATE ROUTE NUMBER Primary 25

10. GENERAL LOCATION:
Lakeshore Drive - Deer Creek (Selma) section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/19/86 we approve the revised Preliminary Engineering costs to a TEC of $55,490; Federal Funds $49,941.

(Increase TEC $13,490; Federal Funds $12,141)

14. DATE 9/30/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9919

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MONTHLY TRANSACTION NUMBER 9-202			County Josephine
PROJECT REPORT NUMBER		9-24-86	Project Number HES-17(6)
MODIFICATION NUMBER 3			

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 18, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 794,778	$ 808,268
Federal funds	$ 715,300	$ 727,441
Other revisions		

This modification is made for the following reasons: To include anticipated increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of SEP, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. HES-17(6)

Lakeshore Drive-Deer Creek (Selma) Section
Redwood Highway
Josephine County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 55,490.00
	Total	$ 55,490.00

Type Code SFTY
Channelization (Sta. 1068+50 to Sta. 1135+00)

Total as on Estimate of January 22, 1986	$ 371,080.00

Type Code X081
Deer Creek Bridge (Str. #9187A)(Sta. 1104+74.58 to Sta. 1108+23.42)

Total as on estimate of November 14, 1984	$ 381,698.00
Length of Project	1.26 mi.

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Preliminary Engineering	141	$ 55,490.00	$ 49,941.00	$ 5,549.00
Channelization	141	371,080.00	333,972.00	37,108.00
Structure	141	381,698.00	343,528.00	38,170.00
Total		$ 808,268.00	$ 727,441.00	$ 80,827.00

Group 1 100%
Contract No. 9919
Prefix: 17-1941
Prefix: C09919

RLC:bkb

AUTHORIZATION NO. 2

DATE: 2-14-86

SECTION: Lakeshore Dr - Deer Cr.
HIGHWAY: Redwood
COUNTY: Josephine
PREFIX: C017-1941
F.A. NO: HES-17(6)

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
900 Project Engineering Field Offices		$ 15,000	00	$ 17,630	00
901 Project Engineering Other Offices	N/A				
	N/A				
902 Citizen Involvement	N/A				
903 Final Design Bridge and Foundation	74	9,000	00	17,440	00
	7420				
		2,000	00	980	00
904 Preliminary Design	7110				
905 Final Design	73	2,250	00	6,880	00
906 Redesign	73				
907 T.P.D.T. Design	73	750	00	2,290	00
908 Field Testing		500	00	170	00
909 R/W Descriptions	7111	500	00		
910 R/W Maps	7111	1,500	00		
911 Sign And Signal Design	76	200	00	1,660	00
	76				
		300	00		
912 Railroad Maps	7362				
913 R/W Liaison		500	00	320	00
914 Utility Liaison	7783	200	00		
		500	00	90	00
915 Landscape Design	7114				
916 Photogrammetry Services	7142				
917 Inventory Needs					
920 Project Programming	06	300	00	160	00
921 Specifications And Estimates	7200	3,000	00	3,290	00
923 Environmental Studies	75	200	00	210	00
	75				
		200	00		
925 Air Monitoring	7510				
927 Free Bridge Design	74				
	74				
929 Free Bridge Specifications	7200				
933 Base Design	7141	1,500	00	610	00
934 Geotechnical Investigation	7120	1,000	00		
937 Hydraulic Studies	7143	1,500	00	1070	00
949 System Studies	N/A				
960 Process Project Prospectus	7144				
961 Prepare Hearing Study Data	7113				
962 Reconnaissance Surveys	71				
963 Review Field Surveys	7113	450	00	1,440	00
964 Prepare Permits	7000	150	00	280	00
980 Conduct Public Hearing	N/A				
020 Training	N/A	500	00	970	00
050 Audit Services	0500				
		$ 42,000	00	$ 55,490	00

+13,490

* Amounts shown converted from function amounts that were previously given for this project.

7919

TATE COP

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 1-142	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Josephine
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2	1-37-[illegible]	Project Number HES-17(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 18, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 778,243.00	$ 794,778.00
Federal funds	$ 700,418.00	$ 715,300.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of JAN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 22, 1986

FEDERAL AID PROJECT NO. HES-17(6)

Lakeshore Drive-Deer Creek (Selma) Section
Redwood Highway
Josephine County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
Preliminary Engineering

Preliminary Engineering	All Required	$42,000.00
		$42,000.00

TYPE CODE SFTY
Channelization (Sta. 1068+50 to Sta. 1135+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class B or Class C Asphalt Concrete	$ 36.50	1,025	$37,412.50	1,118	$ 40,807.00
Class E Asphalt Concrete	38.50	900	34,650.00	1,133	43,620.50
Loose Riprap Class 700	15.00	1,010	15,150.00	1,288	19,320.00
			$87,212.50		$103,747.50

Increase	$ 16,535.00
Subtotal from Estimate of November 14, 1984	312,375.00
Subtotal	$328,910.00
Engineering	42,170.00
Total	$371,080.00

TYPE CODE X081
Deer Creek Bridge (Str. #9187A)(Sta. 1104+74.58 to Sta. 1108+23.42)

Total as on Estimate of November 14, 1984	$381,698.00

Length of Project ---------------- 1.26 mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 42,000.00	$ 37,800.00	$ 4,200.00
Channelization	371,080.00	333,972.00	37,108.00
Structure	381,698.00	343,528.00	38,170.00
SUBTOTAL	$794,778.00	$715,300.00	$79,478.00

Appn Code 141
Group 1: 100%
Contract No. 9919
Prefix: 17-1941
Prefix: C09919

RLC:me

9919

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11272		State OREGON
PROJECT REPORT NUMBER		County JOSEPHINE
MODIFICATION NUMBER 1	11	Project Number HES-17(6)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 18, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 42,000.00	$ 778,243.00
Federal funds	$ 37,800.00	$ 700,418.00
Other revisions		

This modification is made for the following reasons: To include construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Hobse

For Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 14, 1984

FEDERAL AID PROJECT NO. HES-17(6)

LAKESHORE DR.-DEER CR. (SELMA) SECTION
REDWOOD HIGHWAY
JOSEPHINE COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	All	--	$ 42,000.00
		TOTAL		$ 42,000.00

TYPE CODE SFTY
CHANNELIZATION (Sta. 1068+50 to Sta. 1135+00)

Furnishing Field Laboratory	Each	1	--	$ 1,000.00
Mobilization	Lump Sum	All	Lump Sum	62,827.00
Temporary Protection and Direction of Traffic	LumpSum	All	Lump Sum	6,000.00
Temporary Signs	Sq. Ft.	828	6.50	5,382.00
Temporary Barricades	Each	27	60.00	1,620.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	550	12.00	6,600.00
Temporary Plastic Safety Markers	Each	44	33.00	1,452.00
Flaggers	Hour	300	17.50	5,250.00
Temporary Striping	Lin. Ft.	8,000	0.19	1,520.00
Stripe Removal	Lin. Ft.	8,400	0.30	2,520.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	3,200.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	4,000.00
Ditch Excavation	Cu. Yd.	40	10.00	400.00
Toe Trench Excavation	Cu. Yd.	333	7.50	2,497.50
General Excavation	Cu. Yd.	3,526	5.00	17,630.00
Trench Excavation	Cu. Yd.	150	10.00	1,500.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	6,600.00
Aggregate Shoulders	Ton	700	10.00	7,000.00
Treated Base	Ton	3,925	13.50	52,987.50
Class "B" or Class "C" Asphalt Concrete	Ton	1,025	36.50	37,412.50
Class "E" Asphalt Concrete	Ton	900	38.50	34,650.00
Emulsified Asphalt in Seal Coat	Ton	17	240.00	4,080.00
Aggregate in Seal Coat	Ton	70	18.00	1,260.00
18-inch Culvert Pipe	Lin. Ft.	194	15.00	2,910.00
Extra for Pipe Under Pavement	Lin. Ft.	90	20.00	1,800.00

Concrete Inlets, Type G2-M	Each	2	1,200.00	2,400.00
6-inch Drain Pipe	Lin. Ft.	600	4.00	2,400.00
Gravel in Drains	Cu. Yd.	63	8.00	504.00
Guard Rail, Type 2A	Lin. Ft.	213	15.00	3,195.00
Guard Rail, Type 3	Lin. Ft.	75	27.00	2,025.00
Guard Rail Anchors, Type 1	Each	3	350.00	1,050.00
Rail End Pieces, Type C	Each	3	125.00	375.00
Extra for Guard Rail Bridge Connections	Each	1	400.00	400.00
Extra for Asphalt Approaches	Each	3	150.00	450.00
Geotextile Fabric in Drains	Sq. Yd.	533	1.50	799.50
Loose Riprap, Class 700	Cu. Yd.	1,010	15.00	15,150.00
Filter Blanket	Cu. Yd.	156	10.00	1,560.00
Delineators, Type 2	Each	12	21.00	252.00
Delineators, Type 3	Each	12	21.00	252.00
Roadside Seeding & Mulching	Acre	1	1,100.00	1,100.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	1,000.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,000.00
Type "C" and "D" Signs in Place	Sq. Ft.	215	10.00	2,150.00
Type "EE" Signs in Place	Sq. Ft.	13	10.00	130.00
Type "U" Signs in Place	Sq. Ft.	82	17.00	1,394.00
Flashing Beacon Installation Complete	Lump Sum	All	Lump Sum	940.00
				$310,625.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,750.00
	SUBTOTAL	$312,375.00
	Engineering	42,170.00
	TOTAL	$354,545.00

TYPE CODE X081

DEER CREEK BRIDGE (Str. #9187A)(Sta. 1104+74.58 to Sta. 1108+23.42)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 15,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	15,000.00
Structure Excavation	Cu. Yd.	405	10.00	4,050.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	4,965.00
Furnish HP 10x42 Steel Piling	Lin. Ft.	189	8.50	1,606.50
Driving Steel Piles	Lin. Ft.	189	1.00	189.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	66,660.00
Structural Concrete, Class 4500	Lump Sum	All	Lump Sum	55,400.00
Reinforcement	Lump Sum	All	Lump Sum	26,258.00
Coated Reinforcement	Lump Sum	All	Lump Sum	21,424.00
65'70' Type III Prestressed Beams	Each	17	5,020.00	85,340.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	276	54.00	14,904.00

Concrete Bridge Rail	Lin. Ft.	356	37.35	13,296.60
Membrane Waterproofing	Sq. Yd.	2,441	5.00	12,205.00
		SUBTOTAL		$336,298.10
		Engineering		45,399.90
		TOTAL		$381,698.00

Length of Project ----------------- 1.26 mile

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$ 42,000.00	$ 37,800.00	$ 4,200.00
Channelization	354,545.00	319,090.00	35,455.00
Structure	381,698.00	343,528.00	38,170.00
SUBTOTAL	$778,243.00	$700,418.00	$77,825.00

Group 1: 100%
Contract No. 9919
Prefix: 17-1941
Prefix: 17-1023

CL:RDS:pf

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-193	J. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-11-83	ate Oregon County Josephine Project No. HES-17(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 199, 0.4 mi. S. of Selma, S. 0.45 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-5-83	0.45
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 42,000.00	$ 37,800.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION *(Official name of Highway Agency)*	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By Manager, Program Section *(Title)*	
XXXBy For: H.S. Coulter, P.E. State Highway Engineer *(Title)*	By *(Division Administrator)* For: Dale E. Wilken
By *(Title)*	Date executed by Division Administrator JUL 18 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon July 13, 1983

Federal-Aid Project No. HES-17(6)

Lakeshore Drive-Deer Creek (Selma) Section
US 199 in Josephine County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 42,000.00
	Total	$ 42,000.00
Length of Project		0.45 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 42,000.00	$ 37,800.00	$ 4,200.00
Retain in Program			
Right-of-Way	2,000.00	1,800.00	200.00
Retain in Program			
Contract Work	665,000.00	598,500.00	66,500.00
Total	$ 709,000.00	$ 638,100.00	$ 70,900.00

Group 1 100%
Prefix: 17-1941

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 19, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30143
Project No. HES-17(6)
Lakeshore Drive-Deer Creek (Selma) Sec.
Josephine County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

The original authorization underestimated the depth of involvement required for this project. Unforseen complications involving drainage, structure widening, and the addition of signals has effected an increase in the following activities: 900 (Project Engineering Field Office), 903 (Final Design Bridge & Foundations), 905 (Final Design), 911 (Sign and Signal Design), and 963 (Review Field Surveys).

This final request is approximately 7 1/2 percent of the estimated construction cost.

The preliminary engineering costs are $55,490.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

RLC:bkb
Attachment
cc: Paul Singer
Region 3

1919

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No..

CON 5
9919

DATE: February 5, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-17(6)

Contract 9919, Work Completed 10-10-85

Project Lakeshore Dr.-Deer Cr. (Selma)

Highway Redwood

County Josephine

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 9-11-85
213

G. K. Hossner
for Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
FEB 10 '86
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

RECEIVED
FEB 7 1986
OREGON DIVISION

734-2023 (2-85)

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lakeshore Dr-Deer Cr (Selma)
WEEK ENDING: November 16,1985
SECTION PREFIX: C09919
HIGHWAY: Redwood
COUNTY: Josephine
NAME OF JOB: Lakeshore Dr-Deer Cr(Selma)
KIND OF WORK: Grading, Paving, Structures, Signing & Signals
CONTRACTOR: Holm II, Inc
CONTRACT NUMBER: 9919
FEDERAL AID PROJECT NUMBER: HES-17(6)
DATE OF CONTRACT: November 8, 1984
DATE WORK STARTED: December 11,1984
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: November 1,1985
PERCENT OF TIME ELAPSED: 88
PROJECT AUTHORIZATION: $736,243.97
EXCLUSIVE OF ENGINEERING: $677,863.39
ENGINEERING AUTHORIZATION: $58,380.58
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $647,818.31
ENGINEERING COST TO DATE: $92,835.52
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN: -4.4 %
PERCENT OF AUTHORIZATION: 159 %
DATE PROJECT WAS COMPLETED: October 10,1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.26	1.26			1.26
MILES PARTIALLY COMPLETED	1.26	1.26			1.26
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,526cy	4,625tn			1,925tn
TOTAL QUANTITIES CORRECTED TO DATE	1,422cy	2,900tn			2,465tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,422cy	2,900tn			2,465tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9187A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CONTR. NO: 9919 DATE: Nov.16,1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NA
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: The specified completion date was revised to November 1st to reflect the days that the contractor was not allowed to work due to stop work orders.
The job is complete and Final Inspection complete.
The Semi Final Estimate has been sent in.

VISITORS:
NEXT WEEK:

SIGNED Busey Ron Busey LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

9717 **STATE COPY**

cc: H. S. Coulter

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Josephine	DIVISION Oregon

IN COMPANY WITH
Vern Neiswanger, Asst. Project Manager, OSHD

DATE OF INSPECTION 4/16/85	INSPECTION MADE BY W. N. Bryant, Area Engineer W. N. Bryant Area Engineer	PROJECT NO. HES-17(6)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 34%	WORK COMPLETED 64 %

LAKESHORE DRIVE - DEER CREEK (SELMA)
REDWOOD HIGHWAY
Grading, Paving, Structures, Signing & Signal

Work to be completed under this contract consists of roadbed construction, treated base, asphalt concrete pavement, drainage, signing and the widening of an existing bridge. The installation of a flashing beacon is also included in the work to be done. A contract in the amount of $646,923.10 was awarded Holm II, Inc., Stayton, Oregon on 11-8-84. Work on the project began on 12-11-84.

At the time of the inspection no work was underway. To date approximately 64% of the work has been completed which includes 100% of the clearing, 90% of the grading and treated base, 60% of the drainage, and 88% of the structure widening. The major items of work remaining to be completed are construction of the bridge rail, placement of the membrane waterproofing of the deck, and overlaying the project, including the deck, with A.C. when conditions permit.

NOTED
W. E. SCHWARTZ

Based on observations made of the work completed to date, it is obvious that the contractor takes considerable pride in his work. The workmanship is considered excellent. The Assistant Project Manager indicated that the contractor and his personnel have been most cooperative in all aspects of the work.

RECEIVED
STATE HWY ENGR
MAY 9 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cg 5/A

At the time of this inspection the traffic was being detoured around the project on an adjacent county road. The signing and other traffic control items were reviewed and found to be both adequate and in reasonably close conformance with the plans, specifications, and the MUTCD. The curing period for the deck section recently placed will be over on 4-18-85 at which time the detour will be removed.

Project records indicate that all materials incorporated into the work have been tested or field inspected in accordance with approved procedures and found to be in reasonably close conformance with the specification requirements.

Form FHWA-1446A
(Rev. 2-84)

(more)

Test results from three concrete samples taken during placement of the deck mix were as follows:

Test #1: 0.40 water-cement ratio, 4-inch slump
Test #2: 0.38 water-cement ratio, 3-1/2-inch slump
Test #3: 0.38 water-cement ratio, 3-inch slump

Test #4 was a record sample test performed by Regional Office personnel.

- - WNB - -

9919

Materialmen's Notice

#9919

BONDING AGENT

Safeco Insurance
4101 SW Kruse Way
Lake Oswego, Oregon 97034

Bond #4813507

FOLD HERE

from:
North Pacific Lumber Co.
(name of person or firm furnishing labor, services, equipment or material)

P. O. Box 3915
(address of person or firm furnishing labor, services, equip-
Portland, Oregon 97208
ment or material)

has furnished or will furnish labor, services, equipment or materials of the following general description:

Lumber, Plywood & Building Materials
(general description of the labor, services, equipment or material furnished or to be furnished)

for the building, structure or other work of improvement located at: Bridge, Lakeshore Dr. & Deer Creek, Redwood Hwy., Selma, Or.
(address or description of job site sufficient for identification)

OWNER or **PUBLIC AGENCY**
or Reputed Owner (on private work)
(on public work)

State of Oregon
Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

The name of the person or firm who contracted for the purchase of such labor, services, equipment or material is:

Holm II Inc.
Box 453
Stayton, Oregon 97383
(address of above person or firm)

FOLD HERE

ORIGINAL CONTRACTOR or
Reputed Contractor, if any

Holm II Inc.
Box 453
Stayton, Oregon 97383

no resp. nec.

Dated: January 7, 1985

Mary a Emory Credit Mgr.
(signature) (title)

RECEIVED
JAN 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9919

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and
Original Contractor or Reputed
Contractor as required by
Oregon Lien Laws.

TO: State of Oregon
(Public Agency)
Dept. of Transportation
Salem, OR

Date: Dec. 19, 1984

SX06718

#9919

TO: Holm II
(Contractor)
P.O. Box 453
Stayton, OR 97383

CERTIFIED
P 716 817 861
MAIL

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish New 10 x 42# Steel H-Bearing Pile

Import, A-36, 5 pieces @ 40'

equipment or materials for a total estimated price of $ 5,000.00

Five thousand dollars

For the building, structure, or other work of improvement located at:

Lake Shore Drive - Deer Creek
Redwood Hwy
Selma, OR

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

Holm II
P.O. Box 453
Stayton, OR 97383

By: A.M. Roberts
L. B. FOSTER COMPANY

RECEIVED
DEC 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp nec.

9919

+

November 26, 1984

Holm II, Inc.
P. O. Box 453
Stayton, OR 97383

CON 5

#9919

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9919 for work on the Lakeshore Drive-Deer Creek (Selma) Section of the Redwood Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Safeco Insurance Company
of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Bill Maude
L. E. George

LINDA HOLM, President
DENNIS HOLM, Vice President

HOLM II, INC.
General Contractors – Bridge Construction
WOMAN OWNED
P.O. Box 453 ● Stayton, Oregon 97383 ● (503) 769-2649

November 7, 1984

Mr. Robert Gormsen
Commission Services
Room 121
Transportation Building
Salem, Oregon 97310

Re: Lakeshore Dr. - Deer Creek (Selma) Sec.
Marion County
Bid Date: November 1, 1984
DBE and WBE Goals

Holm II, Inc. intends to use the following firms to meet the DBE and WBE goals for the above referenced project:

Dirt & Aggregate Interchange, Inc. (DBE)
20905 N.E. Sandy Blvd.
Troutdale, Oregon 97060

Item	Unit	Total
29 Guard Rail	18.00	3,834.00
30 Guard Rail T3	28.00	2,100.00
31 Guard Rail Anchors	400.00	1,200.00
32 Rail End Pcs	400.00	300.00
33 Connections	250.00	250.00
38 Delineators	21.00	252.00
39 Delineators	21.00	252.00
		$8,188.00

Ed Galang Enterprises, DBA: (DBE)
Far East Construction
4904 N.E. 48th Ave.
Vancouver, WA. 98661

Item	Unit	Total
18 Aggregate	10.00	7,000.00
36 Riprap	15.00	15,150.00
41 Bridge Removal	LS	3,000.00
		$25,150.00

EQUAL OPPORTUNITY EMPLOYER

Confem Construction Co. (WBE)
P. O. Box 12614
Salem, Oregon 97309

Item	Unit	Total
52 Reinf. Concrete Bridge End Panel (1) (124 S.Y.)	54.00	$6,696.00

Respectfully submitted,

Linda Holm

Linda Holm, President

lh

RECEIVED
NOV 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9919 Lia 7-4

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-17(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-16-84

4. PROGRAM NO.

5. ITEM NO. 30143

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STAT. HWY ENGR
OCT 18 '84
REFER TO Poter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig w/ att to 10/18

7. DATE AUTHORIZATION EFFECTIVE 10/10/84

8. FEDERAL ROUTE NUMBER Primary 17

9. STATE ROUTE NUMBER Primary 25

10. GENERAL LOCATION:
Lakeshore Drive - Deer Creek (Selma) Section

11. GENERAL DESCRIPTION OF WORK
Grade, Pave, Structure, Signing and Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 9/6/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 10/8/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reivewed and are approved at a total estimated cost of $763,073; Federal Funds $686,765.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE 10/16/84

15. SIGNATURE OF APPROVING OFFICIAL D. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9919 Tra 7-4

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SC

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-17(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30143

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-10-84
8. FEDERAL ROUTE NUMBER Primary 17
9. STATE ROUTE NUMBER Primary 25

10. GENERAL LOCATION:
Lakeshore Drive - Deer Creek (Selma) Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested by Mr. Potter's letter of 9-6-84 the program change is approved as follows:

1) Character of Proposed Work: Add "Channelization".

2) Work Type Code: Add "Y008 with improvement Code 12".

3) Project Data: Add "4) Channelization requiring remove and replace pavement markings to reverse direction of slow moving vehicle lanes between MP 20.24 and MP 20.63 and between MP 21.09 and MP 21.50 and perform incidentals common to this type of work".

RECEIVED
STATE HWY ENGR
SEP 25 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to 9/25

14. DATE 9/21/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Adminsitrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 6, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30143
Project No. HES-17(6)
Lakeshore Dr.-Deer Cr. (Selma) Sec.
Redwood Highway
Josephine County

I request approval of a program change to extend the limits of the beginning and end of project 0.41 mile and 0.39 mile respectively, requiring modifications of the PR-1 form as follows:

1) Character of Proposed Work: Add "Channelization".
2) Work Type Code: Add "Y008 with improvement Code 12".
3) Project Data: Add "4) Channelization requiring remove and replace pavement markings to reverse direction of slow moving vehicle lanes between MP 20.24 and MP 20.63 and between MP 21.09 and MP 21.50 and perform incidentals common to this type of work".

JLG:me
cc: L.E. George
J.H. Versteeg
General Files

Form 734-3122

Jin 7-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 13, 1984

In Reply Refer to
File No.:
DES 23
9187A

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

E. S. HUNTER

SUBJECT: Deer Creek Bridge Widening
Lakeshore Drive - Deer Creek Section
Redwood Highway
Josephine County
BR 9187A

Enclosed are two reduced prints of Drawings 39205, 38797, 19108 and 19109 which are the preliminary plan and elevation, vicinity map and existing plans for this structure. Also enclosed are two copies of the foundation report.

The alignment and roadway width are in accordance with the standards governing the project. The structure is being widened to accommodate a left-turn refuge onto county roads at the south end. The widened portion will be of similar construction to the existing utilizing precast prestressed beams, a cast-in-place deck and single-column bents on spread footings. The deck and cross beams will be tied together with a closure pour while traffic is diverted.

The estimated cost of this structure, including an allowance for engineering and contingencies, is $468,000.

We request your approval of our preliminary plan.

OMP:jrb

Enclosures

cc: ✓ E. S. Hunter
Gary Potter
Don Adams /w/ 1
Jim Gix /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1

RECEIVED
TECHNICAL SERVICES
MAR 14 '84
REFER TO
FOR
File
Act
Sign
D/R
R/D
Inves
Info

Form 734-3122

Tr 2 7-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

August 1, 1983

Ralph Seltzer, Selma City Council
George Trahern, State Representative
Harold Haugen, Josephine Co. Bd. of Commissioners
E. D. Potts, State Senator

In Reply Refer to File No.: PRO 6

Re: Lakeshore Dr.-Deer Cr. Section
Redwood Highway
Selma

Dear Mr. Seltzer:

I am happy to tell you that the subject section, which includes widening of the Deer Creek Bridge, has been approved for funding by the Federal Highway Administration. We should have a survey crew there within 2 weeks to begin preliminary engineering. This project should be ready for contracting by September of next year if all goes according to plan. If anything happens that could cause a delay, we will certainly let you know.

Please let me know if you have any questions or need particular details on the project.

Cordially,

ORIGINAL SIGNED BY J.X. WILSON

J. X. WILSON, P.E.
Region Construction Engineer

jxw/cw

bc H. S. Coulter ✓
E. S. Hunter
L. E. George
Frank Terpin
George Thornton
Bill Maude
Marty Havig

RECEIVED
STATE HWY ENGR
AUG 2 '83
REFER TO Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒	☐	☐	☐	☐	☐	☒

Form 734-1829

rn

TRA 7-4

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-17(6)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Josephine

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30143

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-5-83
8. FEDERAL ROUTE NUMBER Primary 17
9. STATE ROUTE NUMBER Primary 25

10. GENERAL LOCATION:
Lakeshore Drive - Deer Creek (Selma) Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
TEC $42,000
F.F. $37,800
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 6/22/83.

RECEIVED
STATE HWY ENGR
JUL 6 '83
Potter
REFER TO
~~[illegible]~~
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 7/8

14. DATE 7-5-83
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

9-17

TRA 7-4

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: MEMO TO FILE

DATE: June 24, 1983

FROM: Dwayne K. Hofstetter, P.E.
Traffic Control Engineer

SUBJECT: Title II Project
Lakeshore Drive-Deer Creek
Selma
Redwood Highway

In the last paragraph of a December 15, 1982 letter to Ralph L. Seltzer, H. S. Coulter indicated that we would monitor traffic and safety conditions on the subject section of highway. A recent update of the accident listing showed that there was only one reported accident during the last four months of 1982 between M.P. 20.20 and M.P. 20.85.

Since a Title II project has been requested to widen the bridge to provide a left-turn refuge, there no longer appears to be a need to continue monitoring traffic and safety conditions. It is expected that Federal approval will be obtained within the next two weeks and a prefix can then be assigned to the survey authorization. This project is currently scheduled for July, August, or September 1984, but could be moved up if the field survey can be done this summer and the right of way acquisition takes less time than estimated.

Several people should be notified when we have Federal approval and are ready to start the field survey work. Persons who should be notified include Ralph L. Seltzer, Corresponding Secretary for the Selma Town Council, Senator E. D. "Debbs" Potts, Representative George Trahern, and the Josephine County Board of Commissioners. J. J. Gix has indicated that he will advise the parties involved as appropriate. ✓

NOTED
W. E. SCHWARTZ

DKH:ds

cc: H. S. Coulter
E. S. Hunter
J. J. Gix
Carl Vistica

RECEIVED
STATE HWY ENGR
JUN 27 '83
REFER TO
Schwartz
FOR

Info	Inves	R/D	[illegible]	ign	ict	[illegible]
X						X

81-125-1387

9919

TRH 7.2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: June 22, 1983

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 30143
Project No. HES-17(6)
Lakeshore Drive - Deer Creek (Selma) Section
Josephine County

Attached data consist of PR-1 forms with project maps, narrative, Safety Priority Index System sheet, Collision Diagram and sketch map.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain PS and E approval at an estimated total cost of $42,000 with an obligation of $37,800 in Federal funds.

Copies of A-95 conclusions have been previously submitted.

DRH:lb

Attachments

cc: L. E. George
James J. Gix
General Files

TRA 7-4

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

PROGRAM SECTION
June 9, 1983
cc: FHWA
State Highway Enginee
Location Unit
Right-of-Way Sec.
Road Design Sec.
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed.-Aid Group
Reg. 3 Engr.: J.J. Gix
Dis. 8 Engr.: G.T. Thornto

CONCLUSIONS

APPLICANT: Dept. of Transportation

PROJECT TITLE: Lakeshore Drive - Deer Creek Sec

DATE: June 7, 1983

JOSEPHINE CO.
@ SELMA ON HWY # 25

NOTED
H.S. COULTER

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

RECEIVED
STATE HWY ENGR
JUN 9 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 830509-093-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON OJECT NOTIFICATION . D REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
.155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
MAY 11 1983
DIVISION OF STATE LANDS

MAY 16 1983

PNRS STATE REVIEW

Project #: OR 830509 003 Return Date: ______

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By EH

PNRS #2 Phone Number 8-3059

9919

19-7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

May 24, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project HES-17(6) Deer Creek
Bridge Widening (Bridge No. 9187A) Lake Shore Drive
Deer Creek Section (US 199)
Josephine County

We have reviewed Mr. Hart's submittal of March 13 for Dear Creek Bridge widening on the Redwood Highway in Josephine County. We find the proposal acceptable.

We note that you propose to tie the old and new substructure together with stress rods anchored 16 feet into the old cross beams. This procedure would require some special drilling equipment. Have you considered, and is it possible, to tie the substructure together by dowels and a concrete X-beam in the inside bays of the cantilever bents? There is about 4 foot of vertical clearance in this 3 foot wide beam section.

We are having difficulty supporting the class 700 riprap requirement. We would appreciate your supporting computations.

Please proceed with the design considering the above comments in your preparation of the PS&E.

Sincerely yours,

J Haskell
for
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAY 25 '84
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cc:
OSHD (W Hart)
OSHD (G Potter)

RECEIVED
TECHNICAL SERVICES
MAY 29 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

99117

Ira 7-4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ENV 3

May 23, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301

RE: Project Classification
Lakeshore Drive-Deer Creek
Redwood Highway
Josephine County
HES-17(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very Truly Yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:dm

for Richard R. Arnold 5/26/83
Division Administrator Date

ENVIRONMENTAL SECTION
May 26, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4
L. E. George (2)
Keats Oliver
G. A. Potter
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Ur
Phil Lewellyn
Surfacing Design
General Files
Jim Gix
Gerald Parker
George Thorton
Elliott Parker
Don Keyes

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION
3

SECTION
Lakeshore Drive-Deer Creek

ESTIMATED RIGHT-OF-WAY IMPACTS

Approximately 0.5 acres of additional R/W may be required. The required property is undeveloped area of hillside. It has little possibility for development.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

There is no expected change in traffic volumes. The project will add a left turn refuge and increase safety for the motorist on this section.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There will be a temporary impact on Deer Creek during widening of the structure. The impact to the stream should be minor and would not be permanent.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

There is considerable public and local government pressure and support to construct this project.

RECOMMENDED PROJECT CLASSIFICATION

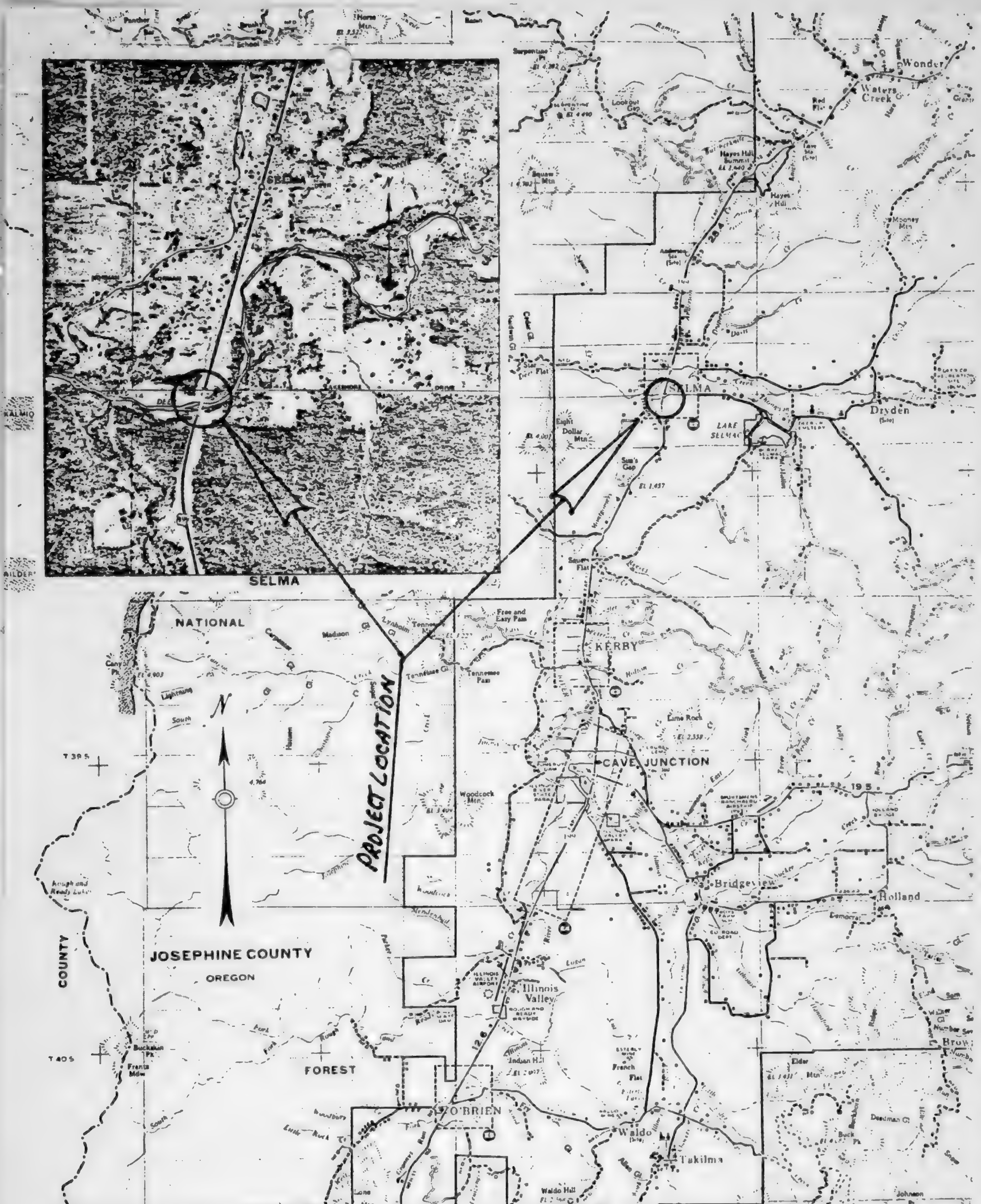
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

According to 23CFR 771.115(b)(13) projects of this nature are Categorical Exclusions.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Roger E. Patitz	440-3399	

734-1913 (7-82)


SELMA
N
PROJECT LOCATION
NATIONAL
FOREST
JOSEPHINE COUNTY
OREGON
COUNTY
N
T 39 S
T 40 S
Wonder
Waters Creek
Hayes Hill Summit
Hayes Hill
Serpentine Pt.
Lookout Gap
Squaw Mtn
Mooney Mtn
Star Flat
Eight Dollar Mtn
SELMA
Dryden
LAKE SELMAC
Sam's Gap
Squaw Flat
Free and Easy Pass
Lynholm
Tennessee Pass
Madison
Canyon Pt.
Lightning
South
KERBY
Lime Rock
CAVE JUNCTION
Woodcock Mtn
Bridgeview
Holland
Rough and Ready Lakes
Illinois Valley
Illinois Valley Airport
Indian Hill
French Flat
Buckskin Pk.
French Mdw
O'BRIEN
Waldo
Takilma
Waldo Hill
Lone Mtn
Elder Mtn
Deadman Gl.
Buck Pk.
Johnson Pk.
Mt. Hope
Gallman
199
126

7717 25

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: May 4, 1983

To: Executive Department
Federal-Aid Coordination Unit

Rogue Valley Council of
Governments
P.O. Box 3275
Central Point, OR 97502

Gary A. Potter

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 8
Section: Lakeshore Drive-Deer Creek (Selma) Sec.
Highway: ~~Selma~~ REdwood
County: Josephine

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be June 10, 1983.

JLG:bks
Attachments

cc:
D.E. Wilken, FHWA
H.S. Coulter
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3) ✓
Cam Gilmour
W.J. Hart
Reg. 3 Engr.: Jim Gix
Dis. 8 Engr.: G.T. Thornton
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
MAY 06 198
ROAD DESIGN
SECTION

Versteeg
Anderson
cy Adams
cy Macnab
1 Steudemmeyer
Terpin
7 Trout
Wakerlig

Do Not File
Return
Bring Up
Action

Form 7 1-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 Gary Potter	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6564
01	12] PROJECT TITLE [71 Lakeshore Drive-Deer Creek (Selma) Sec.			
11	12] PROJECT LOCATION—CITY Selma	PROJECT LOCATION—COUNTY Josephine	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Widen roadway and structure to provide left turn lane on US Route 199 [71

06 12] at Intersection of Lakeshore Drive. [71

07 12] [71

08 12] [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
627,300	---	69,700	---	---	697,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: May 4, 1983

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 June	43] DAY [44 10	45] YEAR [46 1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion according to the 1978 environmental quality guidelines.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Lakeshore Drive-Deer Creek

REGION: 3

ESTIMATED RIGHT-OF-WAY IMPACTS

Approximately 0.5 acres of additional R/W may be required. The required property is undeveloped area of hillside. It probably has little developable possibilities.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

There is no expected change in traffic volumes. The project will add a left turn refuge and increase safety for the motorist on this section.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There will be a temporary impact on Deer Creek during widening of the structure. The impact to the stream should be minor and would not be permanent.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

There is considerable public and local government pressure and support to construct this project.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

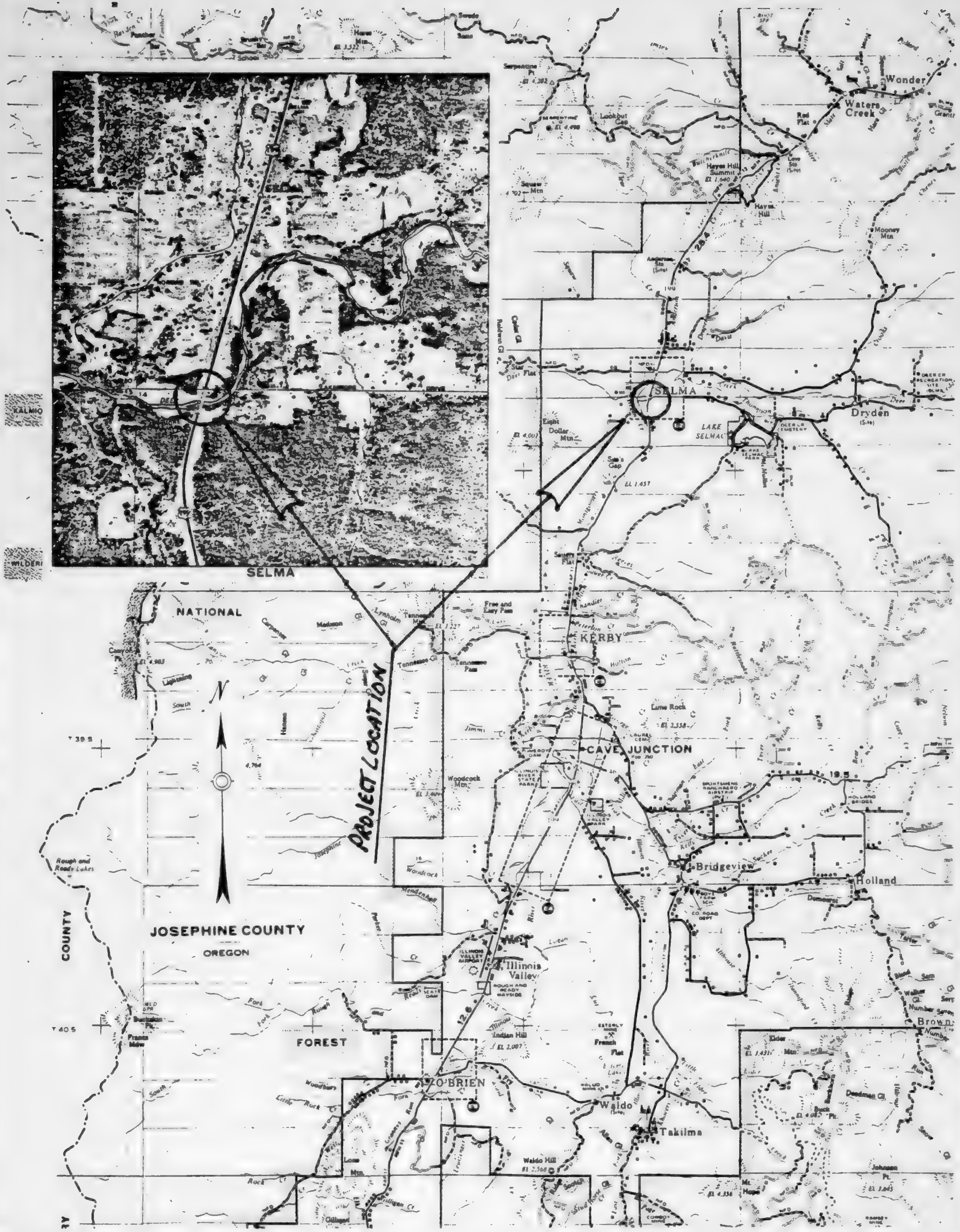
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Roger E Petit	440-3399	

734-1913 (7-82)

PROJECT LOCATION
SELMA
JOSEPHINE COUNTY
OREGON
NATIONAL
FOREST
COUNTY
KALMIO
WILDER
N
Wonder
Waters Creek
Lookout Gap
Hayes Hill Summit
Hayes Hill
Squaw Mtn
Mooney Mtn
Deer Flat
Eight Dollar Mtn
Dryden
LAKE SELMAC
Sam's Gap
Free and Easy Pass
KERBY
Lime Rock
CAVE JUNCTION
Woodcock Mtn
Bridgeview
Holland
Illinois Valley
Indian Hill
O'BRIEN
Waldo
Takilma
French Flat
Waldo Hill
Rough and Ready Lakes
Dunn Mtn
Deadman Gl
Johnson Pt
Brown
Number Seven
Lynholm
Tennessee Pass
Josephine
Lightning
South
Canyon Pt
T 39 S
T 40 S
12.6
19.5

TRA 7-4

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: April 7, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Redwood Highway M.P. 20.60 - M.P. 21.05

A project has been requested to widen the roadway and a structure on the subject highway to provide room for a left turn refuge.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Lakeshore Drive - Deer Cr. (Selma) Section Redwood Highway Josephine County	$697,000	$627,300	$69,700

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. George
Traffic Engineer

RHB/dcb

Attachment

APPROVED:

H S Coulter
State Highway Engineer

DATE: 4/12/83

4-12 to Grooms
orig. to George
cc files

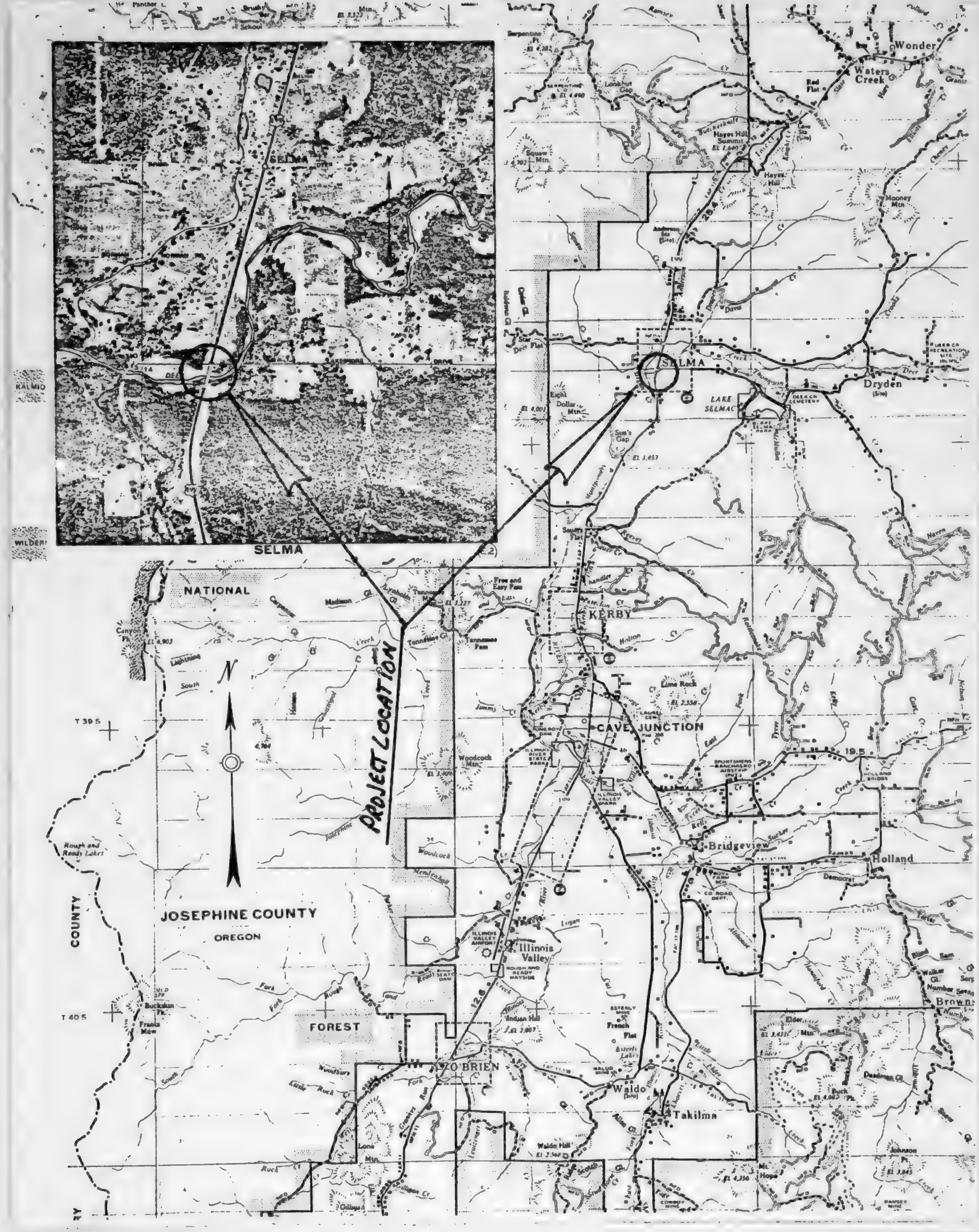
RECEIVED
STATE HWY ENGR

APR 11 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						–


SELMA
SELMA
PROJECT LOCATION
NATIONAL
FOREST
JOSEPHINE COUNTY
OREGON
COUNTY
N
T 39 S
T 40 S
KALMIO
WILDERN
Wonder
Waters Creek
Red Flat
Lookout Gap
Serpentine
Hayes Hill Summit
Hayes Hill
Squaw Mtn.
Mooney Mtn
Eight Dollar Mtn.
Sam's Gap
LAKE SELMAC
Dryden (Site)
Deer
Davis
Sauers Flat
Free and Easy Pass
Tennessee Pass
KERBY
Lime Rock
CAVE JUNCTION
Woodcock Mtn.
Bridgeview
Holland
Canyon Pk.
Lightning
South
Rough and Ready Lakes
Illinois Valley Airport
Illinois Valley
Rough and Ready Wayside
Indian Hill
French Flat
Buckskin Pk.
O'BRIEN
Waldo
Takilma
Waldo Hill
Lone Mtn.
Mt. Hope
Elder Mtn
Buck Pk.
Johnson Pk.
Browns
Walker Gl.
Democrat
Gilligan
12.6
19.5

- 7917 25

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Josephine County

KEY ID#

SECTION
Lakeshore Drive-Deer Creek
Redwood Highway

REGION 3

SURVEY AUTHORITY #25

AUTHORIZATION NO. 1

PREFIX 17-1941

DATE 3-3-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 15000	$ 15,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 1,500	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY	500	500
903 LOCAL GOVERNMENT			918 LOCATION	500	500	935 SOILS	500	500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	300	300
905 FINAL DESIGN	3,000	3,000	920 PROGRAM MANAGEMENT	300	300	937 HYDRAULICS	1,500	1,500
906 BRIDGE DESIGN	9,000	9,000	921 SPECIFICATIONS	3,000	3,000	938 REGION ENVIRONMENT	200	200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	2,000	2,000	923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	500	500
910 REGION GEOLOGIST	500	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200	200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	2000	2,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	500	500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	500	500	932 RAILROAD & UTILITIES	200	200			

TOTALS	$ 42,000	$ 42,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER HES-17(6)

LOCATION ENGINEER'S REMARKS

This survey authority is for all preliminary engineering to prepare plans, specifications and estimates for a Title II project to be constructed under contract.

Approved by Hwy Engr 4-12-83 HES 697,000

PREPARED BY	DATE 3-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 7/12/83
RECOMMENDED, REGION ENGINEER X	DATE 3-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-12-83
RECOMMENDED, LOCATION ENGINEER X	DATE 7/11/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 7-5-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

(UPDATE)
LDD0001

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Lakeshore Drive-Deer Creek

REGION: 3

STATE HIGHWAY # 25	HIGHWAY NAME Redwood	MILE POST FROM 20.6 TO 21.05	LENGTH 0.45
☐ URBAN ☒ RURAL	CITY Selma	COUNTY Josephine	ROAD/STREET NAME
ROUTE # 199	FEDERAL AID # 17	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 45 ~~100~~	GRADING	(✓)	✓	FILES	(#)	1
RIGHT OF WAY		$ 2	PAVING	(✓)	✓	ACRES	(#)	.5
ROADWAY	$ 110		STRUCTURES	(✓)	✓	RELOCATIONS	(#)	0
STRUCTURES	$ 325		SIGNING	(✓)	✓	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 40					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	~~N/A~~ S
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	~~N/A~~ S
40% ENGINEERING & CONTINGENCIES	$ 190		DESIGN CATEGORY	(1-7)	2	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 665	WORK TYPE	(1-12)	2	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 712 ~~697~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Title II	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	3
STRUCTURES (#)	1	1
SIGNALS (#)	1 beacon	1 beacon
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	4500	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

High speed rural section intersection has significant turning movement with a marginal sight and safe stopping distance.

PROPOSED SOLUTION

Widen roadway and structure and construct standard left turn refuge.

REQUESTED, REGION ENGINEER X	DATE 3-7-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE APRIL 12, 1983	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION Lakeshore Dr.-Deer Creek	KEY ID # REGION 3

PROJECT JUSTIFICATION

A multiple fatal (4) on this structure has focused attention of Selma town council, law enforcement agencies, county commissioners and state elected officials on this intersection. Increasing tourism and recreational traffic indicates an increasing accident problem with a high severity rate typical of Redwood Highway.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Lakeshore Drive-Deer Creek

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS					
A—95	S ~~N~~	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N		
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N		
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N		
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N		
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N		
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N		
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N		
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	S	OLD (#)	1	NEW (#)	1

RIGHT-OF-WAY			
ACQUISITIONS		**RELOCATIONS**	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	0	0	0

UTILITIES S (LIST BELOW)

COMPANIES
PP&L - Power
CPN - Tele.

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
on shldr				8			12	0	12			8				on shldr
on shldr				8			12	16	12			8				on shldr

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggregate Base	14"				
AC	6"	2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	350	widen to 50'	325,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
For Location Engineer
Date 7/19/83

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Lakeshore Drive-Deer Creek

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

Approximately 0.5 acres of additional R/W may be required. The required property is undeveloped area of hillside. It probably has little developable possibilities.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

There is no expected change in traffic volumes. The project will add a left turn refuge and increase safety for the motorist on this section.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There will be a temporary impact on Deer Creek during widening of the structure. The impact to the stream should be minor and would not be permanent.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

There is considerable public and local government pressure and support to construct this project.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

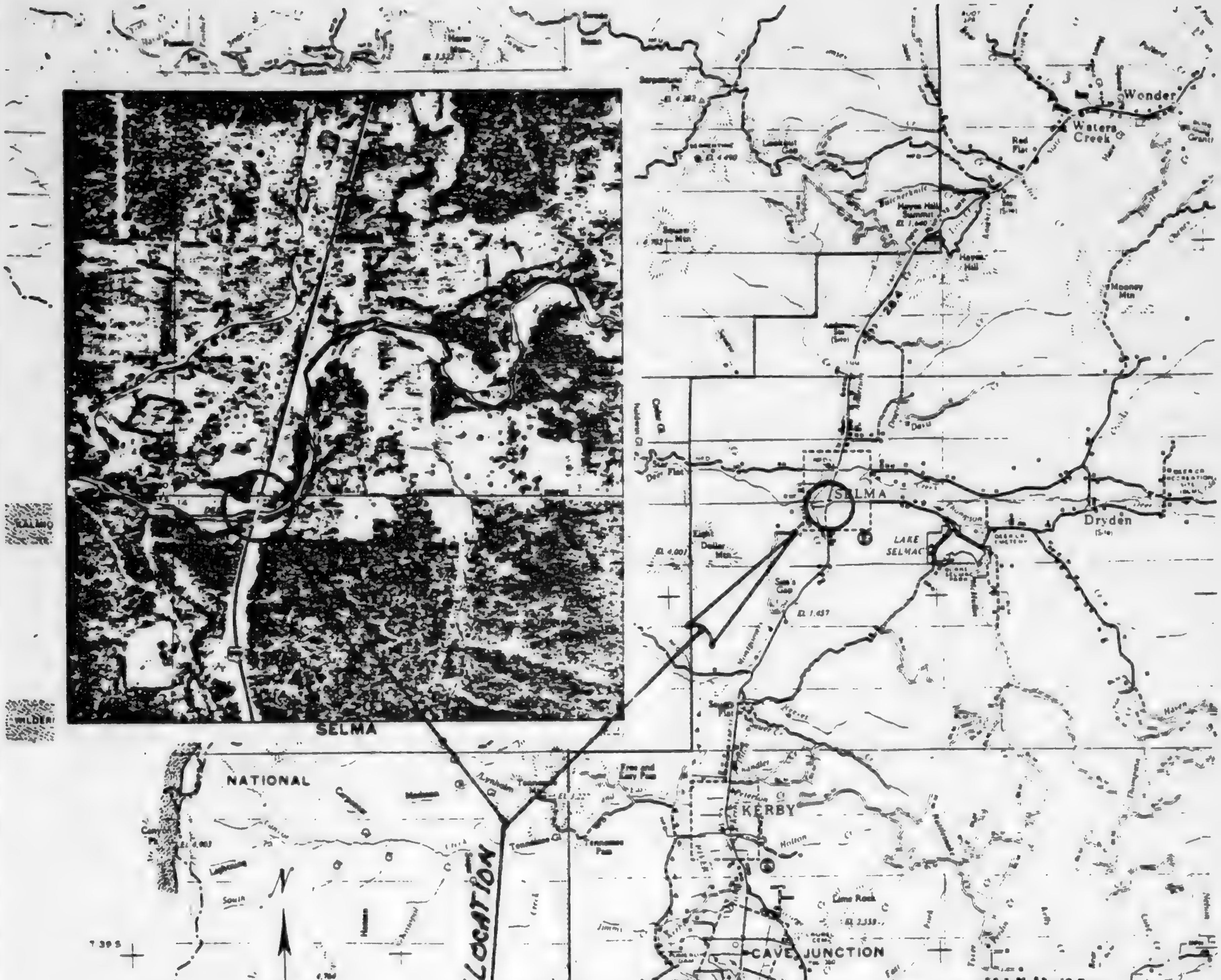
☒ CLASS 2 (CATEGORICAL EXCLUSION)

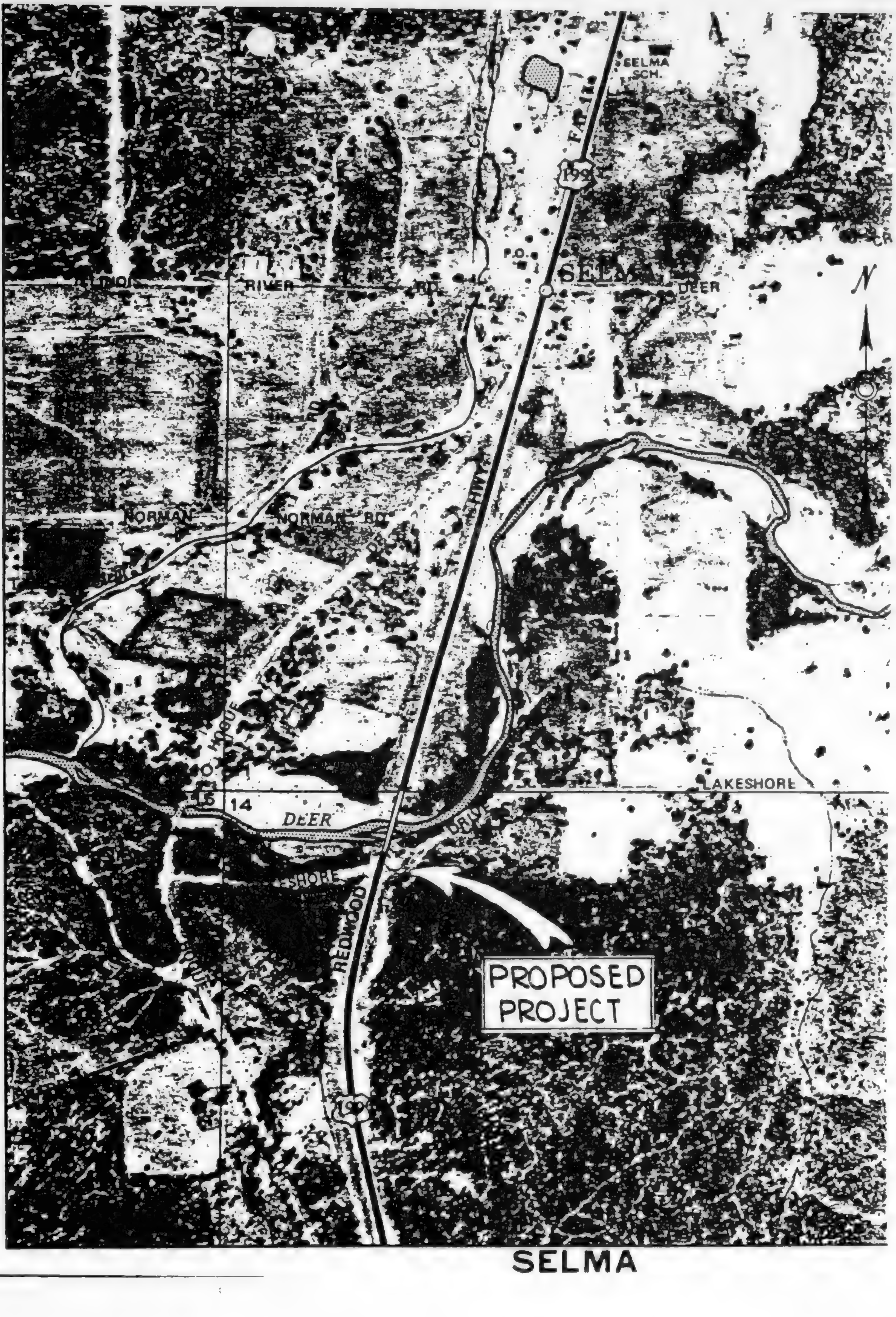
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X Roger E. Petit	TELEPHONE NUMBER 440-3399	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1313 (7-82)


PROJECT LOCATION
SELMA
NATIONAL
FOREST
JOSEPHINE COUNTY
OREGON
COUNTY
N
T.39 S
T.40 S
KERBY
CAVE JUNCTION
Bridgeview
Holland
Illinois Valley
O'BRIEN
Waldo
Takilma
Dryden
LAKE SELMAC
Wonder
Waters Creek
Eight Dollar Mtn
Woodcock Mtn
Lime Rock
Mooney Mtn
Hayes Hill
Indian Hill
Waldo Hill
Browntown
Holton


SELMA SCH.
199
P.O.
SELMA
RIVER
RD
DEER
N
NORMAN
NORMAN RD
LAKESHORE
15
14
DEER
SHORE
REDWOOD
PROPOSED PROJECT
199

SELMA

1985 Klamath River (Keno) Br. Sec, 9920
Green Springs Hwy. in and near Keno.
(gr, pav, str.)

7230

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U EPARTMENT OF TRANSPORTATION
DERAL HIGHWAY ADMINISTRATION

12-31-90

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE
FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

TATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

PAID BY

(For use of Paying Office)

STATE
Oregon 97310

VOUCHER TYPE (Check Appropriate Block)

☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 05 20 82
TO 04 27 90

FEDERAL AID PROJECT NO.
BRF 15(8)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
144,687.12	143,528.41	80.00	114,822.72	114,822.72	-0-

I certify that the costs shown in the voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
12/31/90

SIGNATURE OF AUTHORIZED OFFICIAL
Robert E Warber
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

KLAMATH RIVER (KENO) BRIDGE SECTION
GREEN SPRINGS HIGHWAY
KLAMATH COUNTY

Type Code PE
Preliminary Engineering

State	All Required	$127,238.04

TYPE CODE ROW

RIGHT OF WAY	All Required	$ 16,290.37
TOTAL PARTICIPATING COST		$143,528.41

Non-Participating Project Cost

Preliminary Engineering	All Required	$ 126.75
Right of Way	All Required	1,031.96
TOTAL NON PARTICIPATING COST		$ 1,158.71
TOTAL PROJECT COSTS		$144,687.12

BRF 15(8)

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 20087

Project No. BRF-15(8)

Project KLAMATH RIVER (KENO) BRIDGE Highway GREEN SPRINGS County KLAMATH

Type of Work PE; R/W Length-Rdy. ____ Brs. ____ Total ____

REV. PA Estimate - Date Submitted 3-5-87 Amount 143,850 Government 115,080 State 28,770 ~~Co. City~~ ____

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ ~~Co. City~~ ____

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ ~~Co. City~~ ____

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ Co. City ____

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ Co. City ____

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ Co. City ____

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ Co. City ____

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ Co. City ____

____ Estimate - Date Submitted ____ Amount ____ Government ____ State ____ Co. City ____

Preliminary Engineering Phase I ____ Phase II ____ Rights of Way ____ Construction ____ Other ____

APPN Code ____ APPN Code ____ APPN Code 118

Project Agreement - Amount ____ ____ 115,080 Date 3-11-87 State Contract No. ____

Modified Agreement - Amount ____ ____ ____ Date ____ FHWA Copy ____

Modified Agreement - Amount ____ ____ ____ Date ____ State Contract No. ____

Modified Agreement - Amount ____ ____ ____ Date ____ FHWA Copy ____

Modified Agreement - Amount ____ ____ ____ Date ____

Modified Agreement - Amount ____ ____ ____ Date ____

Modified Agreement - Amount ____ ____ ____ Date ____

Modified Agreement - Amount ____ ____ ____ Date ____

Modified Agreement - Amount ____ ____ ____ Date ____

Pro-rata 80% Group 011:100% Group ____ Group ____ Group ____ Group ____

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix C018-1975	Prefix C018-2507	Prefix	Prefix
Final	12-28-90	0.00	114,822.72	1-9-91				

FORM 734-3144 (Rev. 2-86)

9920

12-28-90

OFFICE DATA - OREGON FEDERAL-AID PROJECTS
OREGON STATE HIGHWAY DIVISION

Item No. 20087

Project No. BRF-15(8)

Project Klamath River (Keno) Bridge Sec. Highway Green Springs County Klamath

Type of Work P.E., R/W Length-Rdy. Brs. Total 0.2

PER Estimate - Date Submitted 5-11-82 Amount 74,500 - Government 59,600 - State 14,900 - Co. City —

PA Estimate - Date Submitted 5-26-82 Amount 35,000 - Government 28,000 - State 7000 - Co. City —

Mod. PA Estimate - Date Submitted 7-13-83 Amount 53,600 Government 42,880 - State 10,720 - Co. City —

" " Estimate - Date Submitted 11-30-83 Amount 101,900 Government 81,520 State 20,380. Co. City -

" " Estimate - Date Submitted 8-7-84 Amount 114,900 Government 91,920 State 22,980 Co. City —

~~Mod. P.A.~~ Rev PA Estimate - Date Submitted ~~3-21-86~~ 9-19-86 Amount ~~139,900~~ 140,650 Government ~~111,920~~ 112 520 State ~~27,980~~ 28,130 Co. City — —

Preliminary Engineering Phase I Phase II Rights of Way Construction Other

Project Agreement - Amount 28,000 - Date 5-28-82 State Contract No. P.P.R. Copy

Modified Agreement - Amount 42,880 - Date 7-18-83 State Contract No. P.P.R. Copy

Modified Agreement - Amount 81,520 - Date 12-7-83

Modified Agreement - Amount 91,920 Date 8-10-84

Modified Agreement - Amount ~~111,920~~ Date

Modified Agreement - Amount 112,520 Date 9-25-86

Modified Agreement - Amount Date

Pro-rata 80% Group 1 Group 2 Group 3 Group 8 Group 9

Appn 118

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix C018-1975	Prefix C018-2507	Prefix	Prefix
	Total							

FORM 734-3144 (Rev. 11-78)

9,920

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County KLAMATH
MODIFICATION NUMBER 4	4-1-88	Project Number BRF-15(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,951,000	$ 1,958,251
Federal funds	$ 1,560,800	$ 1,565,800
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1 ST day of [illegible], 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmore

MANAGER, PROGRAM SECTION
(Title)

~~By~~ XXX FOR: DONALD E. FORBES

STATE HIGHWAY ENGINEER
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 29, 1988

FEDERAL AID PROJECT NO. BRF-15(12)

KLAMATH RIVER (KENO) BR. SECTION
GREEN SPRINGS HIGHWAY
KLAMATH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE, BR. #986A (STA. 1841+50 TO 1855+82.58)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	SF	$ 12.00	382	$ 4,584.00	420	$ 5,040.00
Trench Excavation	CY	10.00	316	3,160.00	351.49	3,514.90
3/4"-0 Aggregate Base	TON	15.50	637	9,873.50	643.85	9,979.68
Class "B" Asphalt Concrete	TON	38.00	1,650	62,700.00	1,657.06	62,968.28
12-Inch Culvert Pipe	LF	12.00	176	2,112.00	192	2,304.00
Guardrail Type 2A, Modified	LF	30.00	177	5,310.00	185	5,555.00
Extra for Asphalt Approaches	EA	570.00	14	7,980.00	16	9,120.00
Extra for Asphalt Slope Paving	SY	21.25	80	1,700.00	117.82	2,503.68
Class "B" AC Leveling (PA #8A)	TON	43.26	300	12,978.00	300.18	12,985.79
Structural Excavation (PA #10B)	CY	15.00	113	1,695.00	112.27	1,684.05
Reinforcement (PA #10E)	LB	0.363	4,676	1,697.39	4,745.60	1,722.65
Structural Conc. Class 3300 (PA #19B)	CY	254.934	4	1,019.74	4	1,088.57
Structural Conc. Class 3300 (PA #20A)	CY	254.934	5	1,274.67	5.12	1,305.26

Correct Shop Dwg. (FA #2)	LS	1,326.84	89.5%	1,188.00	100%	1,326.84
Structural Concrete (PA #10D)	LS	254.934	82.6%	4,476.64	100%	5,417.35
General Excavation	CY	6.00	3,370	20,220.00	3,703.33	22,220.00
				$141,968.94		$148,220.05

Total Increase	$ 6,251.11
Subtotal as on previous estimate of Oct. 14, 1987	1,701,283.26
Subtotal	$1,707,534.37
Engineering	247,716.63
Total	$1,955,251.00

Length of Project	0.27 mi.

RETAIN IN RESERVE

Relocate Fire Hydrant Line	All Required	$ 2,000.00

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 1,000.00

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Structure	118	$1,955,251.00	$1,564,200.00	$ 391,051.00
Reserve	118	2,000.00	1,600.00	400.00
Nonparticipating	---	1,000.00	---	1,000.00
Total		$1,958,251.00	$1,565,800.00	$ 392,451.00

Sub. Job 010 = 0%
Sub. Job 011 = 88%
Sub. Job 080 = 0%
Sub. Job 081 = 12%
Contract No. 9,920
Prefix: C018-1975 (P.E.)
Prefix: C09920

DDB:bkw

9920

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-124	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	10-23-87	County Klamath
MODIFICATION NUMBER 3		Project Number BRF-15(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,932,054.00	$ 1,951,000.00
Federal funds	$ 1,545,643.00	$ 1,560,800.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of OCT, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmore

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon   October 14, 1987

Federal-Aid Project No. BRF-15(12)

Klamath River (Keno) Bridge Section
Green Spring Highway
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure (Br. #986A)(Sta. 1841+50 to Sta. 1855+82.58)

Subtotal from Estimate of April 11, 1986		$1,701,283.26
	Engineering	247,716.74
	Total	$1,949,000.00

Length of Project --------------------- 0.271 mi.

RETAIN IN RESERVE

Relocate Fire Hydrant Line	All Required	$ 2,000.00

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Structure	118	$1,949,000.00	$1,559,200.00	$389,800.00
Reserve	118	2,000.00	1,600.00	400.00
Total		$1,951,000.00	$1,560,800.00	$390,200.00

Sub-Job 1 = 88%; Sub-Job 8 = 12%
Contract No. 9920
Prefix: 18-1975 (P.E.)
Prefix: C09920 (Const.)

Appn Code: 118

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$1,000.00

RLC:me

9920

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 9-199	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2	9-24-86	Project Number BRF-15(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,850,936.00	$ 1,932,054.00
Federal funds	$ 1,480,748.00	$ 1,545,643.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of SEP, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

p

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 11, 1986

FEDERAL AID PROJECT NO. BRF-15(12)

Klamath River (Keno) Bridge Section
Green Spring Highway
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
Structure (Br. #986A)(Sta. 1841+50 to Sta. 1855+82.58)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
3/4"-0 Aggregate Base	$ 15.50	430	$ 6,665.00	637	$ 9,873.50
Structural Concrete in Wall	300.00	140	42,000.00	147.24	44,172.00
Install Temp. Pre-case Conc. Barrier Reflect. (PA #2B)	14.00	--	--	75	1,050.00
Earthquake Restraints (PA #5A)	299.00	--	--	4	1,196.00
Class "B" AC Leveling (PA #8A)	43.26	--	--	300	12,978.00
Structural Excavation (PA #10B)	15.00	--	--	113	1,695.00
Structural Concrete (PA #10D)	254.934	--	--	--	4,476.64
Reinforcement (PA #10E)	0.363	--	--	4,676	1,697.39
Structural Concrete Class 3300 (PA #12C)	254.934	--	--	6	1,529.60
Anchor Plate Assem for WBx31 Post (PA #14A)	2,863.40	--	--	88	2,519.79
Deck Curing Process (PA #18A)	4,875.00	--	--	88	4,290.00
Structural Concrete Class 3300 (PA #19B)	254.934	--	--	4	1,019.74
Structural Concrete Class 3300 (PA #20A)	254.934	--	--	5	1,274.67
Excavation Below Plane Footing (FA #1)	--	--	24,000.00	--	38,821.93
Correct Shop Dwg. Error (FA. #2)	--	--	--	--	1,188.00
			$72,665.00		$127,782.26

Increase	$ 55,117.26
Subtotal from Estimate of September 16, 1985	1,646,166.00
Subtotal	$1,701,283.26
Engineering	228,770.74
Total	$1,930,054.00

Length of Project ------------------ 0.271 mile

RETAIN IN RESERVE

Relocate Fire Hydrant Line	All Required $ 2,000.00

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Structure	118	$1,930,054.00	$1,544,043.00	$386,011.00
Reserve	118	2,000.00	1,600.00	400.00
TOTAL		$1,932,054.00	$1,545,643.00	$386,411.00

Sub-Job 1 = 88%; Sub-Job 8 = 12%
Contract No. 9920
Prefix: 18-1975 (P.E.)
Prefix: C09920 (Const.)

Appn Code: 118

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required $1,000.00

RLC:me

99

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-88		State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County KLAMATH
MODIFICATION NUMBER 1	10-15-85	Project Number BRF-15(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,826,936	$ 1,850,936
Federal funds	$ 1,461,548	$ 1,480,748
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~BY~~ FOR: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 16, 1985

FEDERAL AID PROJECT NO. BRF-15(12)

KLAMATH RIVER (KENO) BRIDGE SECTION
GREEN SPRING HIGHWAY
KLAMATH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE (BR. #986A)(Sta. 1841+50 to Sta. 1855+82.58)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Excavation Below Plan Footing (FA #1)					$24,000.00
					$24,000.00

Increase	$ 24,000.00
SUBTOTAL from Estimate of November 15, 1984	1,622,166.00
Subtotal	$1,646,166.00
Engineering	202,770.00
Total	$1,848,936.00

Length of Project ------------------- 0.271 mile

RETAIN IN RESERVE

Relocate Fire Hydrant Line	All Required	$ 2,000.00

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
Structure	$1,848,936.00	$1,479,148.00	$369,788.00
Reserve	2,000.00	1,600.00	400.00
TOTAL	$1,850,936.00	$1,480,748.00	$370,188.00

Group 1: 88%; Group 8: 12%
Contract No. 9920
Prefix: 18-1975 (P.E.)
Prefix: C09920 (Const.)

Appn Code: 118

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$1,000.00

RLC:pf

9920

STATE COPY

TO BE COMPLETED BY FHWA 11 286	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 11-2 [illegible]	STATE Oregon COUNTY Klamath PROJECT NO. BRF-15(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 21, Klamath River (Keno) Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-10-84	0.27
OTHER *(Specify)*		

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT $ 1,826,936.00	FEDERAL FUNDS $ 1,461,548.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Wayne [illegible]
For Manager, Program Section
(Title)
XXX For: W.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator NOV 20 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 15, 1984

FEDERAL AID PROJECT NO. BRF-15(12)

Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County

PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
Structure (BR. #986A)(Sta. 1841+50 to Sta. 1855+82.58)

Mobilization	Lump Sum	All	Lump Sum	$ 155,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	5,000.00
Temporary Signs	Sq. Ft.	382	12.00	4,584.00
Temporary Barricades	Each	5	125.00	625.00
Temporary Guard Rail, Type 1A Reflectorized	Lin. Ft.	75	14.00	1,050.00
Temporary Guard Rail, Type 2A	Lin. Ft.	250	18.00	4,500.00
Temporary Plastic Safety Markers	Each	3	40.00	120.00
Temporary Delineators	Each	15	15.00	225.00
Temporary Reflective Pavement Markers	Each	34	5.00	170.00
Flaggers	Hour	350	15.00	5,250.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	5,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	3,000.00
General Excavation	Cu. Yd.	3,370	6.00	20,220.00
Trench Excavation	Cu. Yd.	316	10.00	3,160.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	3,000.00
Watering	M-Gal.	80	10.00	800.00
Structure Excavation for Walls	Cu. Yd.	280	10.00	2,800.00
Aggregate Base	Ton	3,325	13.50	44,887.50
3/4" - 0 Aggregate Base	Ton	430	15.50	6,665.00
Class "B" Asphalt Concrete	Ton	1,650	38.00	62,700.00
Structural Concrete in Walls	Cu. Yd.	140	300.00	42,000.00
Reinforcement in Walls	Lb.	8,000	0.40	3,200.00
12-inch Culvert Pipe	Lin. Ft.	176	12.00	2,112.00
18-inch Culvert Pipe	Lin. Ft.	142	16.00	2,272.00
12-inch Storm Sewer Pipe	Lin. Ft.	402	12.00	4,824.00
18-inch Storm Sewer Pipe	Lin. Ft.	112	25.00	2,800.00
Extra for Pipe Under Pavement	Lin. Ft.	55	20.00	1,100.00
Concrete Manholes	Each	2	1,500.00	3,000.00
Concrete Inlets, Type G-1	Each	5	350.00	1,750.00
Concrete Inlets, Type G-2	Each	1	400.00	400.00
Guard Rail, Type 2A	Lin. Ft.	111	18.00	1,998.00

Guard Rail, Type 2A Modified	Lin. Ft.	177	30.00	5,310.00
Guard Rail, Type 3	Lin. Ft.	25	32.00	800.00
Guard Rail, Type 3 Modified	Lin. Ft.	75	60.00	4,500.00
Guard Rail Anchors, Type 1	Each	4	350.00	1,400.00
Rail End Pieces, Type C	Each	4	85.00	340.00
Type 2 Fence	Lin. Ft.	1,035	3.00	3,105.00
Concrete Curbs	Lin. Ft.	875	4.00	3,500.00
Extra for Asphalt Approaches	Each	14	570.00	7,980.00
Extra for Asphalt Ramps	Each	4	375.00	1,500.00
Extra for Asphalt Slope Paving	Sq. Yd.	80	21.25	1,700.00
Drainage Curbs	Lin. Ft.	52	3.00	156.00
Loose Riprap, Class 50	Cu. Yd.	50	20.00	1,000.00
Geotextile Fabric in Stabilization	Sq. Yd.	3,250	1.65	5,362.50
Seeding, Fertilizing and Mulching	Acre	1	1,500.00	1,500.00
Salvage and Reinstall Chain Link Fence	Lin. Ft.	285	10.00	2,850.00
Salvage and Reinstall 10' Chain Link Gate	Each	1	105.00	105.00
Salvage and Reinstall 52' Double Gate	Each	1	420.00	420.00
Bridge Removal Work	Lump Sum	All	Lump Sum	150,000.00
Detour Structure	Lump Sum	All	Lump Sum	250,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	130,000.00
Structure Excavation, Bents 1 and 5	Cu. Yd.	640	15.00	9,600.00
Structure Excavation, Bents 2, 3 and 4	Cu. Yd.	240	20.00	4,800.00
Special Wall Backfill	Cu. Yd.	500	15.00	7,500.00
Structural Concrete, Class 3300 (608 C.Y. @ $254.93)	Lump Sum	All	Lump Sum	155,000.00
Structural Concrete, Class 4500 (547 C.Y. @ $237.66)	Lump Sum	All	Lump Sum	130,000.00
Expansion Joints, 4-inch	Lin. Ft.	98	100.00	9,800.00
Reinforcement (132,350 lbs. @ $0.363)	Lump Sum	All	Lump Sum	48,000.00
Coated Reinforcement (60,500 lbs. @ $0.562)	Lump Sum	All	Lump Sum	34,000.00
90'/95' Bulb Tee Prestressed Beams	Each	20	10,500	210,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	205	57.00	11,685.00
Three Tube Steel Railing	Lin. Ft.	752	45.00	33,840.00
				$ 1,619,966.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,200.00
		$ 2,200.00
	Subtotal	$ 1,622,166.00
	Engineering	202,770.00
	Total	$ 1,824,936.00

Length of Project ---------------- 0.271 mile

RETAIN IN RESERVE

Relocate Fire Hydrant Line	All Required	$ 2,000.00

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Structure	$1,824,936.00	$1,459,948.00	$364,988.00
Reserve	2,000.00	1,600.00	400.00
TOTAL	$1,826,936.00	$1,461,548.00	$365,388.00

Group 1: 88% Group 8 12%
Contract No. 9920
Prefix: 18-1975 P.E.
18-1018 Construction
Appn Code: 118

NONPARTICIPATING STATE WORK

State Responsibility For Damages	All Required	$ 1,000.00

RDS:me

9920

April 16, 1987

CON 5 - #9920

Hansen & Rowland, Inc. of Oregon
5319 SW Westgate Drive
Suite 139
Portland, OR 97221

On April 2, 1987, we wrote to you concerning release of final payment on Contract No. 9920 awarded to Hamilton Construction Co. (Oregon) for work on the Klamath River (Keno) Bridge Section of the Green Springs Highway in Klamath County.

Final payment on this contract is $10,000.00 and the total contract amount is $1,699,409.87 including $45,023.48 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Hamilton Construction Co. (Oregon)
P.O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9920

N

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

March 26, 1987

In Reply Refer to
File No.:
CON 5
9920

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477-0121

Attn: William T. Peckham
President

Dear Bill:

Re: Klamath River (Keno) Bridge
Contract No. 9920

Please submit your detailed claim for additional compensation on the subject project confined solely to the problems encountered at Bent 4, to Richard Steyskal, Project Manager at Klamath Falls. This submission must contain a clear description of what occurred on the project and a concise statement of the basis for claim based on the contract documents.

In order to prepare an analysis, there should be some readily identifiable items which were different from those shown on the contract plans or required by the specifications. A comparison of what was originally intended to what was actually encountered would be a great help.

Your prompt response, as offered in your letter and our conversation, would be appreciated. We hope that misunderstandings of this nature will not occur in the future.

NOTED
V. E. SCHWART

Sincerely,

C. O. Fredrickson

C. O. Fredrickson, P.E.
Construction Engineer

COF:mk

cc: W. E. Schwartz
Steve Macnab
Richard Steyskal

03254m

RECEIVED
STATE HWY ENGR
MAR 26 '87
REFER TO
FOR
Info Inves R/U D.H.

734-2022 (2-85)

9920

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9920

TO: Commission Services

DATE: March 25, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9920, On Site Work Substantially Completed July 24, 1986

All Work Completed August 15, 1986

Project Klamath River (Keno) Bridge

Highway Green Springs

County Klamath

Type of Work Grading, Paving and Structure

Contractor Hamilton Construction Co.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-2-87 - Suerty letter written.

RECEIVED
MAR 30 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9920

J

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: March 5, 1987

In Reply Refer to
File No.:
9920

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Klamath River (Keno) Bridge Section
Greensprings Highway, Klamath County
Contract No. 9920

This federal-aid project is complete and it is apparent that the final cost will exceed the project authorization by $131,000 or seven percent.

Additional work was required in the construction of the footings on four of the five piers for the new structure. Foundation material was excavated from two to nine feet below the planned elevations in order to obtain stable material on which to place the concrete footings. The increased cost for excavation, concrete and reinforcement was more than $54,900.

During construction, the owner of a local business filed a claim for damage to his property and business because of a difference in grade and the threat of flooding. Alleviation of the complaint required that extra work, consisting of pavement grinding and leveling, and installation of drainage facilities, be performed at additional cost exceeding $20,000. In addition, construction centerline was shifted to minimize the grade difference at the store, requiring additional asphalt concrete to level and match into the existing grade at a cost of approximately $12,500.

Construction engineering costs exceeded the anticipated amount due to the necessity to properly plan, monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $131,000 to a new total of $1,959,311.75. This matter will be on the consent calendar for the March 20 meeting.

bc: Bob Bothman — C. O. Fredrickson — D. D. Allen
Fran Neavoll — Dick Hacek — George Bell

3/23
Original Project
Authorization sent
to Bruce Halton.

(Construction) kkr

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
9920

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 5, 1987

O.K. - WES

O.B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Klamath River (Keno) Bridge Section
Greensprings Highway, Klamath County
Contract No. 9920

NOTED
V. E. SCHWART

This federal-aid project is complete and it is apparent that the final cost will exceed the project authorization by $131,000 or seven percent.

Additional work was required in the construction of the footings on four of the five piers for the new structure. Foundation material was excavated from two to nine feet below the planned elevations in order to obtain stable material on which to place the concrete footings. The increased cost for excavation, concrete and reinforcement was more than $54,900.

During construction, the owner of a local business filed a claim for damage to his property and business because of a difference in grade and the threat of flooding. Alleviation of the complaint required that extra work, consisting of pavement grinding and leveling, and installation of drainage facilities, be performed at additional cost exceeding $20,000. In addition, construction centerline was shifted to minimize the grade difference at the store, requiring additional asphalt concrete to level and match into the existing grade at a cost of approximately $12,500.

Construction engineering costs exceeded the anticipated amount due to the necessity to properly plan, monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $131,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: D. D. Allen B. M. Walton
R. J. Steyskal Don Trout

81-125-1387

Form E-372 (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Project Klamath River (Keno) Bridge Date 1-21-87

Highway Greensprings Highway Contract No. 9920

County Klamath Kind of Work Grading, Paving and Structure Contractor Hamilton Construction Co.

	Authorized	Estimated
Contract Amount	$1,619,966.00	$1,615,656.91
Anticipated Items	5,200.00	2,510.05
Contingency (4½%)	73,132.47	104,509.23 ~~103,827.95~~
Engineering	130,013.28	236,635.56
Credits	0.00	0.00
PROJECT COST	1,828,311.75	1,959,311.75 ~~1,958,630.47~~

NET INCREASE $ 131,000.00 ~~130,318.78~~ OR 7.2 ~~7.1~~ %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

dicate whether contract (C), anticipated (A), or unanticipated (U).
st all unanticipated items) Expected Amount Net Change

(SEE ATTACHED PAGES)

Principal reasons for overruns (Continue on reverse side):

(SEE ATTACHED PAGES) (9)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by 1-30-87 Resident Engineer

Noted by O. B. Jackman Construction ~~or Bridge~~ Engineer

Confirmed by Stephen H Regional Engineer

Noted by For Deputy or State Highway Engineer

SP*68727-734

MAJOR OVERRUNS & UNDERRUNS

SECTION: KLAMATH RIVER (KENO) BRIDGE
HIGHWAY: GREENSPRINGS HIGHWAY
COUNTY: KLAMATH

CONTRACT NO#: 9920
F. A. NO#: BRF-15(12)
PREFIX NO#: EA C09920

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
3	TEMPORAY SIGNS	SQ.FT.	382	420	C	+$456.00

OVERRUN WAS DUE TO 4 EXTRA SIGNS BEING ADDDED ON TO BARRICADES AT EACH END OF TEMPORARY DETOUR ROAD FOR THE SAFETY OF THE TRAVELLING PUBLIC.

5	TEMP GUARD RAIL TYPE 1A REFLECTORIZED	LIN.FT.	75	0	C	-$1050.00

GUARD RAIL TYPE 1A REPLACED WITH TEMPORARY PRECAST CONCRETE BARRIER, UNDER PRICE AGREEMENT NO#2.

7	TEMP PLASTIC SAFETY MARKERS	EACH	3	0	C	-$120.00

NOT SHOWN ON STAGE CONSTRUCTION TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC DRAWING.

13	GENERAL EXCAVATION	CU.YD.	3370.00	4221.67	C	+$5110.02

EXCAVATION FROM BORROW AREA WAS INCREASED DUE TO RAISING OF DETOUR BRIDGE 1.50 FEET. CONTRACTOR'S BRIDGE DESIGN FROM STA "C" 1845+55 TO STA "C" 1847+10 AND STA "C" 1852+00 TO STA "C" 1853+00 WAS EXCAVATED TO SUBGRADE DUE TO GRADE CHANGE.

14	TRENCH EXCAVATION	CU.YD.	316.00	351.49	C	+$354.90

18" CULVERT AT STA 1855+00 LT REQUIRED TRENCH EXCAVATION AFTER DETOUR WAS REMOVED, EXCAVATED 36.63 CUBIC YARDS.

18	AGGREGATE BASE	TON	3325.00	2736.22	C	-$7948.53

LOCATION DATA CALCULATED SPECIFIC GRAVITY AT 2.7, ACTUAL WAS 2.6 WHICH EQUATED 147 TONS. STA 1842 TO 1844+34 LT, A DITCH 2.2' WIDE BETWEEN EXISTING A.C. AND BACK OF CURB WAS REQUIRED FOR BASE ROCK. TRYING TO GET A ROLLER IN A SAMLL TO COMPACT 1-1/2-0 WAS IMPRACTICAL. IT WAS DECIDED TO USE 3/4'-0 AND USE A HAND COMPACTOR. THIS EQUALED 41 TONS OF LESS 1-1/2-0. FIVE APPROACH ROADS WERE NOT EXCAVATED TO SUBGRADE BECAUSE EXISTING MATERIAL WAS ACCEPTABLE. THIS ELIMINATED 134 TONS. STA 1843 TO 1844+35 RIGHT FOR EXCAVATION SUBGRADE WAS BACKFILLED WITH 3/4"-0 TO PLEASE OWNER OF PIZZA BARN, THIS EQUALED 78 TONS.

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
19	3/4"-0 AGG BASE	TON	430.00	643.85	C	+$3314.68

EXTRA MATERIAL WAS REQUIRED AT PRIVATE RESIDENTS AND BUSINESS TO SATISFY OWNERS, TO PROTECT ABRUPT EDGES AND PLACE IN SIDEWALK AREA OF DETOUR. CURB AREA STA 1843 TO 1844+34 LT WAS INSTALLED WITH 3/4"-0 INSTEAD OF 1-1/2"-0 DUE TO SMALL DITCH. AND 1843 TO 1844+35 RT WAS ALSO PLACED WITH 3/4"-0 DUE TO PROPERTY OWNER. STA 1852+55 TO 1853+00 WERE EXCAVATED TO SUBGRADE WHERE EXISTING A.C. WAS TO BE LEFT IN PLACE.

20	CLASS "B" A.C.	TON	1650.00	1657.00	C	+$268.28
21	STRUCTURAL CONCRETE IN WALLS	CU.YD.	140.00	147.24	C	+$2172.00

A DIMENSION ERROR ON PLAN DRAWING CREATED THE ADDITIONAL VOLUME OF CONCRETE NECESSARY. POST SPACING SHOWN ON DRAWING WAS IN ERROR.

22	REINFORCEMENT IN WALLS	LBS	8000	8201	C	+$80.40
23	12" CULVERT PIPE	LIN.FT.	176	192	C	+$192.00

CULVERT PIPE COMES IN 6.5' LONG SECTIONS. IN ORDER FOR PIPE TO COME OUT PAST IMPACT PANEL, 4 PIECES ARE NEEDED EQUALING 16'. PER STANDARD SPECIFICATIONS 603.81, FULL SECTION PIPE ARE PAID AS FULL LENGTHS.

27	EXTRA FOR PIPE UNDER PAVEMENT	LIN.FT.	55	57	C	+$40.00
31	GUARD RAIL TYPE 2A	LIN.FT.	111	116	C	+$90.00
32	GUARD RAIL TYPE 2A MODIFIED	LIN.FT.	177	185	C	+$240.00
37	TYPE 2 FENCE	LIN.FT.	1035	1045	C	+$30.00
38	CONCRETE CURBS	LIN.FT.	875	906.7	C	+$126.00

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
39	EXTRA FOR ASPHALT APPROACHES	EACH	14	16	C	+$1140.00

ONE ADDED DRIVEWAY AT 1844+00 RT AND FUTURE ONE PAVED TO SATISFY PROPERTY OWNER.

40	EXTRA FOR ASPHALT RAMPS	EACH	4	2	C	-$750.00

TWO ASPHALT RAMPS DELETED ON PRICE AGREEMENT #3.

41	EXTRA FOR ASPHALT SLOPE PAVING	SQ.YD.	80	117.82	C	+$803.68

SLOPE OF PAVED ROCK; SLOPE WAS FLATTENED SO ACCESS TO THE KENO STORE DELIVERY DOOR WOULD BE MORE ACCESSIBLE. STA 1844+94 LT TO 1846+00 LT.

43	GEOTEXTILE FABRIC IN STABILIZATION	SQ.YD.	3250.0	2773.15	C	-$768.62

NO FABRIC WAS PLACED FROM STA 1845+54.5 LT TO 1846+20 LT, 20 TO 30 FEET LEFT OF CENTER LINE. THIS AREA WAS LEFT WITH EXISTING ASPHALT TO ACCOMMODATE THE KENO STORE FOR DELIVERIES OF STORE ITEMS.

44	LOOSE RIPRAP CLASS 50	CU.YD.	50.0	26.74	C	-$465.20

RIPRAP AT ABUTMENT #1 WAS PLACED BELOW BOTTOM OF BEAMS TO PREVENT MATERIAL FROM WEDGING BETWEEN BEAM AND BEAM SEAT. DRAWING 39819 SHOWS FILL FROM BRIDGE DECK DOWN TO RIVER LEVEL ON RIGHT SIDE. APPROXIMATELY 20' AWAY FROM BRIDGE, KENO FIRE DEPARTMENT HAS WATER INTAKE PIPE FOR THEIR SCHOOL FIRE SYSTEM AND HYDRANTS. FILL MATERIAL WOULD HAVE COVERED THEIR PIPE AS SHOWN ON NOTED DRAWING.

53	STRUCTURAL EXCAVATION BENTS 2, 3, & 4	CU.YD.	240.0	156.47	C	-$1670.80

EXCAVATION AT BENT #4 WAS WERE PERFORMED UNDER E.W.O. #1.

54	SPECIAL WALL BACKFILL	CU.YD.	500	417.01	C	-$1244.85

UNABLE TO DETERMINE, SPECIAL WALL BACKFILL WAS PLACED PER PLAN.

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
57	EXPANSION JOINTS 4-INCH	LIN.FT.	98.00	92.96	C	-$504.00

EXPANSION DEVICE WERE INSTALLED IN BRIDGE END PANELS ONLY AT BENTS 1 AND 5. DEVICES WERE NOT INSTALLED INCONNECTING WALLS SINCE THEY WERE CONSTRUCTED PRIOR TO DECK PLACEMENT.

PA#1	FURNISH 6'x10' GALVANIZED CHAIN LINK FENCE	EACH	2	2	U	+$634.80

GATE REQUIRED TO ENTER FARM LAND. EXISTING GATE WAS 32' WIDE NOT 52' AS NOTED ON PLANS.

PA#2	INSTALL PRECAST CONCRETE BARRIER REFLECTORIZED	LIN.FT.	75	75	U	+$1050.00

BID ITEM #6, TEMPORARY GUARD RAIL TYPE 2A WAS DELETED AND REPLACED WITH CONCRETE BARRIER AT CONTRACTOR'S REQUEST. NO CHANGE IN COST.

PA#5	EARTHQUAKE RESTRAINTS 4 ADDITIONAL SETS	EACH	4	4	U	+$1196.00

DRAWING #39825 DID NOT SHOW EARTHQUAKE RESTRAINTS ON INTERIOR SIDE OF EXTERIOR BEAMS AT BENTS 1 AND 5.

PA#6	PEDESTRAIN WALKWAY IMPROVEMENT	LUMP SUM	ALL	ALL	U	+$742.50

DUE TO ELIMINATION OF PAVED AREA IN SIDEWALK, 3/4"-0 MATERIAL WAS REQUIRED BEHIND GUARDRAIL FOR PEDESTRAIN SAFETY.

PA#8	CLASS "B" A.C. LEVELING COARSE	TON	170	300.18	U	+$12985.79

DUE TO GRADE ON ORIGINAL PLANS AND CENTERLINE MOVING TO THE RIGHT FROM ORIGINAL CENTERLINE, IT WAS APPARENT THAT A LEVELING COARSE WOULD BE REQUIRED ON RIGHT SIDE OF OLD CENTERLINE. OVERRUN WAS DUE TO NO PROVISION MADE AT DETOUR TO FEATHER A.C. FOR TRAFFIC.

PA#10 EXCAVATION BELOW PLAN ELEVATION BENT 5

(A) EXCAVATION IN LIEU OF SHORING & CRIBBING	CU.YD.	16.01	16.01	U	+$240.15
(B) STRUCTURAL EXCAVATION	CU.YD.	103.81	112.27	U	+$1684.05
(C) SPECIAL WALL BACKFILL	CU.YD.	52.18	53.18	U	+$797.70
(D) STRUCTURAL CONCRETE	CU.YD.	21.25	21.25	U	+$5417.35
(E) REINFORCEMENT	LBS	4745.732	4745.600	U	+$1722.65

BENT 5 REQUIRED TO BE EXCAVATED 5.5 FEET BELOW ORIGINAL PLAN ELEVATION TO OBTAIN NECESSARY SOLID FOUNDATION

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
PA#11	GALVANIZED RICHMOND EC-2F FASTENERS	EACH	324	324	U	+$136.08

DRAWING 39828 CALLED FOR SIX (6) 7/8" DIAMETER INSERTS FOR GUARDRAIL POST. 7/8" DIAMETER INSERTS ARE NOT AVAILABLE AND CAHNGED TO 3/4" WITH BRIDGE DESIGN APPROVAL. DRAWING DID NOT STATE THAT THEY WERE TO BE GALVANIZED.

PA12	EXCAVATION BELOW PLAN ELEVATION BENT 1					
(A)	STRUCTURAL EXCAVATION	CU.YD.	41.15	41.15	U	+$617.25
(B)	SPECIAL WALL BACKFILL	CU.YD.	18.47	18.47	U	+$277.05
(C)	STRUCTURAL CONCRETE CLASS 3300	CU.YD.	6.00	6.00	U	+$1529.60
(D)	REINFORCEMENT	LBS	1472.261	1450.89	U	+$526.67

BENT 1 REQUIRED TO BE EXCAVATED 2 FEET BELOW ORIGINAL PLAN ELEVATION TO OBTAIM VECESSARY SOLID FOUNDATION.

PA#13	EXTRA TO HAUL SAND	LUMP SUM	ALL	ALL	U	+$824.00

CONCRETE SAND FOR BRIDGE DECK WAS HAULED FROM GRANTS PASS, SINCE THERE WAS DOUBT ABOUT KLAMATH FALLS SAND MEETING SPECIFICATIONS.

PA#14	ANCHOR PLATE ASSEMBLIES FOR W8x31 POSTS	LUMP SUM	ALL	ALL	U	+$2863.40

DRAWING 39821 SHOWS 9" CENTER TO CENTER SPACING FOR RIGHT HAND BRIDGE RAIL POST ON W8x31 POST. WIx31 POST ARE 8"x8" WHICH WOULD NOT ALLOW A NUT TO BE SCREWED ONTO STUD. BASE PLATE CHANGED FROM 1"x12"x14" TO ACCOMMODATE STUDS.

PA#16	ADJUST EARTHQUAKE RESTRAINT PLATES	LUMP SUM	ALL	ALL	U	+92.97

WHEN PLATES WERE GOING TO BE INSTALLED, IT WAS DISCOVERED THEY HIT FILLET OF BEAM. DRAWING 39825 CALLED FOR STUD TO BE 11-1/4" ABOVE BEAM SEAT AT BENTS 1 AND 5. CENTERLINE OF HOLE IN PLATE IS 4-1/4" FROM EDGE OF PLATE. 1" MINIMUM GROUT PAD, 1/2" BEARING PAD AND 9" FROM BOTTOM OF BEAM TO TOP FILLET EQUATE 10-1/2", 3/4" IS NOT ENOUGH ROOM FOR PLATE TO BE INSTALLED.

PA#17	CONCRETE ANCHOR BLOCK	LUMP SUM	ALL	ALL	U	+$500.00

DRAWING ON SHEET 2B SHOWS ASPHALT RAMP TO BRIDGE SIDEWALD. NO PROVISIONS WERE MADE TO SECURE 4" EXPANSION JOINT IN ASPHALT RAMP. ONE FOOT WIDE CONCRETE BLOCK WAS ADDED TO SECURE EXPANSION JOINT.

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
PA#18	DECK AIRING PROCESS	LUMP SUM	ALL	ALL	U	+$4875.00

REQUIRED PRE-SOAK BURLAP TO BE APPLIED TO BRIDGE DECK AFTER CONCRETE PLACEMENT.

PA#19 EXCAVATION BELOW PLAN ELEVATION BENT 3

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
(A)	STRUCTURAL EXCAVATION	CU.YD.	16.77	16.77	U	+$335.20
(B)	STRUCTURAL CONCRETE CLASS 3300	CU.YD.	4.27	4.27	U	+$1088.57
(C)	REINFORCEMENT	LBS	702.001	702.001	U	+$254.83

BENT 3 HAD TO BE EXCAVATED 2.5' BELOW PLAN ELEVATION FOR SUITABLE FOUNDATION.

PA#20 FOOTING ELEVATION LOWERED 3' BELOW PLAN ELEVATION

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
(A)	STRUCTURAL CONCRETE CLASS 3300	CU.YD.	5.12	5.12	U	+$1305.26
(B)	REINFORCEMENT	LBS	814.201	814.201	U	+$295.56

BENT 4 HAD TO BE EXCAVATED 3 FEET BELOW PLAN ELEVATION TO OBTAIN SUITABLE FOUNDATION. EWO#1 COVERED EXCAVATION OF MATERIAL.

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
PA#21	FURNISH AGGREGATE BACKFILL BEHIND CURBS	CU.YD.	44.44	44.4	U	+$355.20

AGGREGATE WAS PLACED BEHIND CURB INSTEAD OF EMBANKMENT MATERIAL TO PROVIDE A MUD FREE WALKWAY.

PA#22 REVISING CHAIN LINK FENCE, ADDING TYPE 2 FENCH AND GATE

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
(A)	REDUCE BI#46 SALVAGE AND REINSTALL CHAIN LINK FENCE	LIN.FT.	129	153	U	0
(B)	SALVAGE CHAIN LINK FENCE AND POSTS	LIN.FT.	142	142	U	+$426.00
(C)	TYPE 2 FENCE	LIN.FT.	175.0	152.0	U	+$456.00
(D)	FURNISH AND INSTALL 16' TYPE 2 GATES	EACH	2	2	U	+$575.00

BID ITEM 46 WAS REDUCED 153 LINEAR FEET DUE TO PROPERTY OWNER NOT WANTING CYCLONE FENCE REINSTALLED, HE WANTED TYPE 2 FENCE TO MATCH NEW FENCE INSTALLED WHERE NORTH END OF DETOUR WAS. THE 132 LIN.FT. OF FENCE THAT WAS REINSTALLED ORIGINAL WAS REMOVED AND STOCKPILED PER PROPERTY OWNER'S REQUEST, NOTED OWNER IS A LAWYER. NO PROVISIONS WERE MADE TO PROVIDE ACCESS FOR KENO FIRE DEPARTMENT TO THEIR PUMP HOUSE, A GATE WAS ADDED. PROPERTY OWNER MRS. JOHNSTON WANTED A GATE FOR ACCESS TO HER PROPERTY SINCE THERE WAS A DRIVEWAY ALREADY IN EXISTENCE.

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
PA#23	HAUL & PLACE SELECTED MATERIAL	CU.YD	150	154.7	U	+$1779.05

RIGHT OF WAY AGREEMENT STATED TO STOCKPILE TOP SOIL AND REPLACE WHEN DETOUR WAS REMOVED. PROPERTY OWNER WAS NOT SATISFIED WHEN MATERIAL WAS PLACED. SELECTED MATERIAL WAS HAULED IN TO PROPERTY OWNER SATISFACTION. NOTED PROPERTY OWNER IS A LAWYER AND SAME AS NOTED IN PA#22.

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
PA#24	ON-THE-JOB	HOUR	56	56	U	+$44.80
EWO#1	EXCAVATING TO SUITABLE MATERIAL AT BENT 4		$30,000.00		U	+$38821.93

TO GET DOWN TO TO A SUITABLE MATERIAL FOR THE FOOTING, WE HAD TO REINFORCE THE EXISTING COFFERDAM AND GO DEEPER THAN PLAN FOOTING ELEVATION. SOME SAVINGS COULD HAVE OCCURRED IF WE DID NOT ALLOW A SUPERINTENDENT TO HAVE HIS CLASSIFICATION AS A GENERAL FOREMAN AND PAY FOR A TRAILER SPACE FOR ONE OF THEIR EMPLOYEES.

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
EWO#2	LENGTHEN GUARDRAIL POST		$1,350.00		U	+$1326.84

DRAWING 39828 DIMENSIONS W8X31 POST THAT ATTACHED TO RETAINING WALL WHERE DIMENSIONS WERE WRONG. ACCUMULATIVE DIMENSIONS ADDED UP TO 44" BUT OVERALL DIMENSION WAS 3'6". GUARDRAIL HEIGHT WAS SHORTENED TO 1'7" DUE TO WAY SHOP DRAWING WAS DIMENSIONED. SEVEN (7) POSTS REQUIRED EXTENSIONS WELDED TO TOP OF POST AND 47 REQUIRED NEW HOLES DRILLED 2" ABOVE EXISTING HOLD TO MAINTAIN 1'9" DIMENSIONS FOR GUARDRAIL HEIGHT.

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
EWO#3	ADD CATCH BASIN		$3,285.00		U	+$4874.71

OWNER OF KENO STORE CONTACTED HIS LAWYER STATING THAT THE HIGHWAY DIVISION CHANGED WATER DRAINAGE AND WOULD FLOOD HIS STORE. ONE G-1 INLET WAS ADDED NEAR THE ENTRANCE TO HIS STORE TO PREVENT ANY HEAVY RAIN FROM ENTERING HIS PLACE OF BUSINESS.

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
SFO#1	PERMANENT STRIPPING		$2,200.00		A	+$2510.05
SFO#2	IMPROVE DETOUR BRIDGE APPROACHES		$4,500.00		U	+$1381.24

DETOUR BRIDGE FILLS WERE INSTALLED DURING WINTER, JANUARY, WHEN GROUND WAS FROZEN. DURING THE SPING, GROUND THAWED OUT AND FILLS SANK REQUIRED A.C. PATCHING.

B.I.#	ITEM	UNIT	ORIG AMT	EST AMT	C/A/U	NET CHANGE
SFO#3	TRANSFER "H" PILE		$3,186.93		U	+$3186.93

WHEN BENT 4 FOOTING WAS COMPLETED, COFFERDAM PILE WAS REMOVED AND TRANSFERRED TO MAINTENANCE.

SFO#4	ROTOMILL AND PLACE ASPHALT CONCRETE		$2,900.00		U	+$506.82

TO ACCOMMODATE OWNER OF KENO STORE, EXISTING A.C. IN FRONT OF HIS STORE WAS ROTOMILLED DOWN AND LEVELING COARSE OF A.C. WAS PLACED. A SHALLOW TRENCH WAS ROTOMILLED ACROSS RIVER STREET TO PREVENT RAIN WATER FROM FLOWING ONTO HIS PROPERTY.

SFO#5	CLAIM SETTLEMENT		$15,000.00		U	+$15000.00

KENO STORE OWNER WAS DISPLEASED WITH ROADWAY GRADE CHANGE. OUT OF COURT SETTLEMENT WAS ADVISED.

ENGINEERING COST BREAKDOWN

PROJECT MANAGER - CREW 02-8033

PAYROLL	$160,407.00
EQUIPMENT RENTAL	7,809.00
LAB CHARGES	8,458.00
EXPENSE STATEMENTS	3,330.00
F.P.O, S.O.I., F.R.F. CHECKS	5,982.00
TELEPHONE CHARGES	1,614.00
MISCELLANEOUS	32.00
SALEM CORRECTION	4,060.29
	$191,692.09

CHARGES BY OTHER UNITS:

	$15,535.00
	15,026.00
	1,328.00
(THROUGH 12/31/86)	$31,889.00

PRINCIPAL REASONS FOR INCREASED ENGINEERING CHARGES

DUTIES PERFORMED BY THE PROJECT MANAGERS FIELD CREWS WHICH INCREASED ENGINEERING COSTS DIRECTLY WERE, ADDITIONAL RIGHT-OF-WAY STAKING AND RESTAKING, ADDITIONAL FIELD MEASUREMENTS FOR PRIVATE PROPERTY RESTORATION, ADDITIONAL FIELD SURVEY WORK INVOLVING DRAINAGE INFORMATION AT THE KENO STORE, AND MATERIALS TESTING TO QUALIFY CONCRETE AGGREGATE SOURCE AND CRUSHED AGGREGATES. PLAN DIMENSION ERRORS IN RETAINING WALL LENGTHS AND METAL GUARD RAIL POSTS ENCOUNTERED ON THIS PROJECT, ALONG WITH PREPARING 24 PRICE AGREEMENTS INCREASED OFFICE ENGINEERING CHARGES. THE STATE DIVERS WERE OUT TO THE PROJECT ON THREE DIFFERENT OCCASIONS TO PERFORM UNDERWATER INSPECTIONS. ADDITIONAL ENGINEERING CHARGES WERE INCURRED WHILE INSPECTING THE CLEARING AND CORRECTING THE FINAL UNDERWATER INSPECTION DEFICIENCIES. MONITORING THE ACTIVITIES INVOLVING EXTRA WORK ORDER #1 (EXCAVATING BENT 4) AND EXTRA WORK ORDER #3 (KENO STORE WORK) ALSO INCREASED FIELD AND OFFICE ENGINEERING CHARGES SIGNIFICANTLY. FROM NOVEMBER 1984 THROUGH MAY 1985 THERE WAS $20,135.12 FOR LABOR PLUS $3,330.00 FOR EXPENSE STATEMENTS, CHARGED TO THE PROJECT BY THE PROJECT MANAGER'S CREW THAT COVERED EMPLOYEE TRAINING.

PRICE AGREEMENTS, STATE FORCE ORDERS & EXTRA WORK ORDERS:

PRICE AGREEMENTS:	$45,629.48
STATE FORCE ORDERS:	20,074.99
EXTRA WORK ORDERS:	45,023.48
TOTAL UNANTICIPATED CONTRACT ITEMS:	$110,727.95
CONTINGENCIES:	$73,132.47
DIFFERENCE:	$37,595.48

9920

October 7, 1986

CON 5 - 9920

Syro Steel Company
Western Division
P. O. Box 99
Centerville, UT 84014

Attention: J. A. Lewis
Credit Manager

Thank you for a copy of your letter dated September 26, 1986, addressed to Hamilton Construction Company informing them that you have received payment for the material furnished on Contract No. 9920 for work on the Klamath River (Keno) Bridge Section of the Green Springs Highway in Klamath County.

This was in connection with a claim against their subcontractor, Pacific Northwest Guardrail and Supply Company, in the amount of $5,350.75.

This information will be noted in our records and we will advise the surety.

George Bell
Assistant Director

FKN:slp

cc: Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Hansen & Rowland, Inc. of Oregon
5319 S.W. Westgate Drive, Suite 139
Portland, OR 97221

bc: Sec. of State: Filed 5-30-86 CL 1986-0222

bbc: Bryant Jackmond

SYRO STEEL COMPANY WESTERN DIVISION BOX 99 CENTERVILLE, UTAH 84014 TELEPHO (801) 292-4461 HOME OFFICE: GIRARD, OHIO

SYRO

September 26, 1986

Hamilton Construction Company
P. O. Box 659
Springfield, OR 97477-0121

Attention: Tom Deines, Project Manager

Re: Klamath River(Keno)Bridge
OSHD Contract NO.9920
Syro Order 10-50352

Gentlemen:

This is to advise that under contract with your subcontractor, Pacific Northwest Guard Rail & Supply Company, we have received complete payment for the material we furnished on the subject project; and we no longer rely on the benefits of the statutory bond.

Thank you for your assistance in this matter.

Sincerely,

J. A. Lewis

J. A. Lewis
Credit Manager
Western Division

JAL/jmj

CC: Oregon Dept. of Transportation
Transportation Bldg.
Salem, OR 97310
ATTN: ROBERT W. GORMSEN
RE: File No.CON 5-9920

RECEIVED
SEP 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-15(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20087

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 30 '86
REFER TO
Potter
FJH

7. DATE AUTHORIZATION EFFECTIVE September 24, 1986

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION:
Klamath River (Keno) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/19/86 we approve the revised Preliminary Engineering costs to a TEC of $127,650; Federal Funds $102,120.

(Increase TEC $25,750; Federal Funds $20,600)

14. DATE 9/26/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 19, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20087
Project No. BRF-15(8)
Klamath River (Keno) Bridge Sec.
Klamath County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

Various activities have been increased to reflect the unanticipated complexity of this project which required a change in the alignment and additional right-of-way. This is the final request for this project.

The preliminary engineering costs are $127,650.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

RLC:bkb
Attachment
cc: Paul D. Singer
Region 3

Form 734-3122

PS

Oregon State Highway Division
Salem, Oregon September 19, 1986

Federal-Aid Project No. BRF-15(8)

Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 127,650.00
		Total	$ 127,650.00

Type Code ROW
Right-of-way (Sta. 1844+00 to Sta. 4+00)

Right-of-way	All Required		$ 11,000.00
		Subtotal	$ 11,000.00
		Acquisition Expense	2,000.00
		Total	$ 13,000.00

Length of Project 0.2 mi.

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	118	$ 127,650.00	$ 102,120.00	$ 25,530.00
R/W	118	13,000.00	10,400.00	2,600.00
Total		$ 140,650.00	$ 112,520.00	$ 28,130.00

Group 011: 100%; 010: 0%
Prefix: C018-1975
Prefix: C018-2507

RLC:bkb

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 9-140	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
PROJECT REPORT NUMBER		Project Number BRF-15(8)
MODIFICATION NUMBER 5		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 28 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 114,900	$ 140,650
Federal funds	$ 91,920	$ 112,520
Other revisions		

This modification is made for the following reasons: To include increase in final preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25TH day of SEP , 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

HIGHWAY DIVISION - LOCATION UNIT (READ AND CREATE FROM LOCSIN.GE) PRO 6

Don Trout
Project Unit Engineer

DATE April 29, 1986

Bob Pool
Location Engineer

Klamath River (Keno) Bridge
Green Springs Hwy
Klamath County
EA No C018-1975
Project No BRE-15(8)

__ The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following justification:

-- OR --

~~__ The preliminary engineering costs to develop the subject project may exceed the present authorization. To assist you in requesting supplemental funding, we offer the following comments:~~

Various activities have been initiated to resolve the unanticipated complexity of this project which required a change in the alignment and additional right-of-way. This is the final request on this project.

The preliminary engineering costs are $ 127,650 .

Attached is an itemization by P.E. activity

RCP:PDS:ge
Attachment

cc ____________________ w/att
Dick Singer w/att

DATE: ________

SECTION: Klamath River, Keno, Bridge
HIGHWAY: Green Springs
COUNTY: Klamath
PREFIX: C 018-1975
F.A. NO: BRF-15(8)

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
900 Project Engineering Field Offices		$ 16,000	00	$ 19,400	00
901 Project Engineering Other Offices	N/A				
	N/A				
902 Citizen Involvement	N/A				
903 Final Design Bridge and Foundation	74	30,000	00	40,060	00
	7420				
		4,000	00	4,620	00
904 Preliminary Design	7110				
905 Final Design	73	6,375	00	15,630	00
906 Redesign	73				
907 T.P.D.T. Design	73	2,125	00	5,200	00
908 Field Testing		5,000	00		
909 R/W Descriptions	7111	1,500	00	9,960	00
910 R/W Maps	7111	1,500	00	1,500	00
911 Sign And Signal Design	76	1,000	00	570	00
	76				
		200	00	0	
912 Railroad Maps	7362				
913 R/W Liaison		2,000	00	1,690	00
914 Utility Liaison	7783	200	00	780	00
		500	00	2,530	00
915 Landscape Design	7114	500	00		
916 Photogrammetry Services	7142				
917 Inventory Needs					
920 Project Programming	06	200	00	370	00
921 Specifications And Estimates	7200	3,300	00	4,220	00
923 Environmental Studies	75	15,500	00	15,960	00
	75				
		500	00	0	
925 Air Monitoring	7510				
927 Free Bridge Design	74				
	74				
929 Free Bridge Specifications	7200				
933 Base Design	7141	500	00	350	00
934 Geotechnical Investigation	7120	1,000	00	0	
937 Hydraulic Studies	7143	1,500	00	1,090	00
949 System Studies	N/A				
960 Process Project Prospectus	7144				
961 Prepare Hearing Study Data	7113	4,500	00	310	00
962 Reconnaissance Surveys	71				
963 Review Field Surveys	7113	2,340	00	2,200	00
964 Prepare Permits	7000	360	00	280	00
980 Conduct Public Hearing	N/A	800	00	50	00
020 Training	N/A	500	00	880	00
050 Audit Services	0500				
		$ 101,900	00	$ 127,650	00

* Amounts shown converted from function amounts that were previously given for this project.

+25,750

N

STATE OF OREGON

INTEROFFICE MEMO

ROAD DESIGN SECTION 378-3487

DES 16

TO: D. O. Christensen
Road Design Engineer

DATE: August 11, 1986

FROM: George F. Strawn
George F. Strawn
R/W Descriptions Supervisor

SUBJECT: Drawing No. 1RV-525 (2 Sheets)
Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County

Enclosed is the Right of Way Plan for the subject project which will be submitted to the Federal Highway Administration for final approval.

Your approval and transmittal to Mr. Hunter is recommended.

Following approval by Mr. Hunter, please return the Plan to our office for further processing.

GFS:rlr
Attachment

APPROVED
Duane O. Christensen
Design Engr.

8/11
Signed by Hunter
and returned to
Road Design.
Cm

25-1307

9920

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:
CON 5
9920

DATE: July 30, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-15(12)

Contract 9920, Work Completed July 24, 1986

Project Klamath River (Keno) Bridge

Highway Green Springs

County Klamath

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 16, 1986

Gerald E. Hemlauch
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
AUG 11 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Dale Allen
B. M. Walton

CPC/FL4

RECEIVED
JUL 31 1986
[illegible]

9920

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION P ECTS

PROJECT NAME (SECTION) KLAMATH RIVER (KENO) BRIDGE		WEEK ENDING 07/25/86
		CONTRACT NO 9920
HIGHWAY GREEN SPRINGS	COUNTY KLAMATH	F.A. PROJECT NO BRF-15(12)
CONTRACTOR HAMILTON CONSTRUCTION	KIND OF WORK GRADING, PAVING & STRUCTURE	DATE OF AWARD NOVEMBER 8, 1984

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 1,828,311.75	AUTHORIZATION	$ 130,013.28
		COST THIS WEEK	$ 915.17
ESTIMATED PROJECT COST	$ 1,873,204.04	TOTAL TO DATE	$ 190,669.19
ESTIMATED PERCENT OVERRUN/UNDERRUN	1.0%	PERCENT OF AUTHORIZATION	146 %

FIRST NOTIFICATION DATE: DECEMBER 17, 1984

ESTIMATED DATE OF COMPLETION, OR: MAY 6, 1986

SECOND NOTIFICATION DATE AND: MAY 6, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: JUNE 3, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 1 WORKERS: 2

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
(A)	04/18/86	377	377	100	YES
(B)	05/06/86	571	563	98	YES
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	3,370	3,755	1,830			
EST. CORRECTED QUANTITIES	2,093	3,374	1,957			
EST. PERFORMED TO DATE	2,093	3,374	1,957			
PERCENT PERFORMED TO DATE	100	100	100	0	100	0

ACTIVITIES THIS WEEK:

CONTRACTOR LEVELED EXCESS MATERIAL FROM BENT 4 AREA.
STATE DIVER INSPECTED 6-24-86, AND ACCEPTED CONTRACTOR'S WORK.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

PROJECT COMPLETED. AMENDED 2ND NOTIFICATION WRITTEN ON 7-24-86

PROJECT MANAGER (SIGN)
RICHARD J. STEYSKAL

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

jc 3920

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-15(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

7-2-86

4. PROGRAM NO.

5. ITEM NO. 20087

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
HWY ENGR
JUN 18 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE April 9, 1986

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION:

Klamath River (Keno) Br # 00986-021-05010

11. GENERAL DESCRIPTION OF WORK

Grinding and paving work necessary to correct drainage and drop-off protection of adjacent property

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/9/86 as requested in Mr. Fredrickson's letter of 6/9/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $2,900; Federal Funds $2,320.

14. DATE 6/18/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

97-2

N

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

June 3, 1986

Amwest Surety Insurance Company
P. O. Box 22145
Portland, Oregon 97222

Attention: Mrs. Mary Anne Skinner

RE: Klamath River (Keno) Bridge
OSHD Contract No. 9920
Pacific Northwest Guardrail

FILE

Dear Mrs. Skinner:

Find enclosed a copy of the material lien filed against Hamilton Construction by Syro Steel.

Per Section 2 of our subcontract with Pacific Northwest Guardrail, this lien is filed against Amwest Surety, as the acting surety for Pacific Northwest Guardrail.

Your prompt reply indicating how this will be handled shall be appreciated.

Very truly yours,
HAMILTON CONSTRUCTION CO.

Tom Deines

TOM DEINES
Project Manager

TD:kp

CC: Transamerica Insurance
Hansen & Rowland
Syro Steel
Oregon State Highway Dept.
Mr. Robert Gormsen
902 JX Pac NW Guardrail

RECEIVED
JUN 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

info copy
only

MEMBER: ASSOCIATED GENERAL CONTRACTORS

CL 1986-0222

77 Q

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - 9920

May 28, 1986

Syro Steel Company
P. O. Box 99
Centerville, UT 84014

Attention: J. A. Lewis
Credit Manager

We have received your letter of May 19, 1986, with attached documentation, filing a claim against the following Highway Division contract:

FILED BY:	Syro Steel Company
AMOUNT:	$5,350.75
FOR:	Material
AGAINST (PRIME CONTRACTOR):	Hamilton Construction Co. (Oregon)
SUBCONTRACTOR:	Pacific Northwest Guardrail
CONTRACT NO.:	9920
PROJECT:	Klamath River (Keno) Bridge, Green Springs Highway, Klamath County
SURETY:	Transamerica Insurance Company
AGENT:	Hansen & Rowland, Inc. of Oregon

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
6-10-86 cc

cc: Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Hansen & Rowland, Inc. of Oregon
5319 SW Westgate Drive, Suite 139
Portland, OR 97221

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JUN 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SYRO STEEL COMPANY WESTERN DIVISION PO BOX 99 CENTERVILLE, UTAH 84014 TELEPHONE (801) 292-4461 HOME OFFICE: GIRARD, OHIO

SYRO

CERTIFIED MAIL #538 645 173
RETURN RECEIPT REQUESTED

May 19, 1986

Oregon Department of Transportation
121 Transportation Bldg.
Salem, Oregon 97310

Attention: Robert W. Gormsen, Commission Services

Re: Contract #9920
Project: Keno; Clamath Falls
G. C.: Hamilton Construction Company
Sub: Pacific Northwest Guardrail & Supply Company
Syro Order: 10-50352
Balance: $5,350.75

Gentlemen:

This letter is to be considered our claim against the subject for the guardrail and posts we furnished Pacific Northwest Guardrail--copies of invoices #6070, 6343, 7283 and 12099 are attached.

We furnished the statutory notice to Hamilton on 8/22/85 and on 8/29/85 we received a partial payment via joint check in the amount of $2,220.63.

Subsequently, we advised them of additional material, etc. and they have advised us of the status of a pending joint check.

We understand you will file this claim with the Secretary of State as well as furnish a copy to Transamerica Insurance Company, the surety.

We will advise you when we are paid. Thank you for your assistance.

Sincerely,

J. A. Lewis

J. A. Lewis
Credit Manager
Western Division

JAL/jmj

Enclosures

RECEIVED
MAY 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

MAY 6, 1986

PACIFIC NORTHWEST GUARDRAIL
3904 NE UNION AVE.
PORTLAND, OREGON 97212
503/287-2121

ATTENTION: JOE REESE

RE: KLAMATH RIVER (KENO) BRIDGE
OSHD CONTRACT NO. 9920

DEAR SIR:

OUR RECORDS SHOW YOU OWE SYRO STEEL $5,500.75.

A JOINT CHECK TO SYRO AND PACIFIC NW GUARDRAIL FOR $2,357.63 WILL BE ISSUED WHEN:

1: YOU RETURN THE SIGNED LIEN RELEASE
AND
2: SEND HAMILTON VERIFICATION OF PAYMENT TO SYRO FOR $3,243.12.

VERY TRULY YOURS,
HAMILTON CONSTRUCTION CO.

Tom Deines

TOM DEINES
PROJECT ADMINISTRATION

TD:ij

CC: 902 JX
PM
✓ SYRO

RECEIVED
MAY 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EIVED
MAY 09 1986

[illegible] STEEL COMPANY WESTERN DIVISION ([illegible] CENTERVILLE, UTAH 84014 TELEPHONE ([illegible] HOME OFFICE: GIRARD, OHIO

SYRO

CERTIFIED MAIL #538 644 807
RETURN RECEIPT REQUESTED

August 22, 1985

Hamilton Construction
Box 659
Springfield, OR 97477

Re: Syro Order 10-50352
Project #Oregon 9920
Keno / Clamath Falls

Gentlemen:

This is to advise that under contract with Pacific Northwest Guardrail, your subcontractor, on 7/22/85 we furnished the final guardrail & accessory material for use on the subject project and we rely on the benefits on the statutory bond.

Amount claimed $7,420.02--copies of our invoices have [illegible] sent to you for joint [illegible]. Please advise [illegible]

J. A. Lewis

J. A. Lewis
Credit Manager
Western Division

JAL/jmj

CC: N. B. Folsom, Asst Secry & Credit Manager
Girard, OH

Pacific Northwest Guardrail & Supply

1/2/86

Attached is a copy of our invoice #12099, $151.36. This brings the total owing on this project to $5,350.75.

On 12/10/85 Pacific Northwest Guardrail advised that you were sending joint payment that week. As of this writing we have not received such joint payment. Please advise! Thank you.

CC: N. B. Folsom, Asst Secry & Credit Manager, Girard, OH

Pacific Northwest Guardrail & Supply

J. A. Lewis, Credit Manager
Western Division

RECEIVED
MAY 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Centerville, Utah

SYRO STEEL COMPANY

WESTERN DIVISION
BOX 99, CENTERVILLE, UTAH 84014
(801) 292-4461

5400

CUSTOMER
PACIFIC NORTHWEST GUARDRAIL AND
SUPPLY COMPANY
3904 N. E. UNION AVE.
PORTLAND, OREGON 97232

SHIP TO
SAME
(503)287-2121

OUR DATE	OUR ORDER NO.	YOUR DATE	YOUR ORDER NO.	SHIP FROM	F.O.B. SHIPPING POINT FREIGHT INCLUDED IN PRICE COLLECT ☐ PREPAID ☐
[illegible]	Add 01 10-50352	5/24/85	1057	Centerville	

INTERNAL SCHEDULING	ROUTING	TERMS—1½% 10, NET 30	SHIPPED ON	SHIPPED VIA
W/O 5/3/85 PACIF	Truck	Joint Check	6-6-85	P & H TRUCKING

PRODUCTS SYRO DEEP BEAM GUARDRAIL, GALVANIZED

3904 N.E. UNION AVE.

Contract #9920

PROJECT Oregon

INVOICE NO. 6070

INVOICE DATE 6-6-85

ITEM	NO. PIECES	UNIT LENGTH	GAGE		ITEM WGT.	QUANTITY	PRICE	AMOUNT
1.	4	12'6"	12	SK-2257 Metal Beam Guardrail Punched for Anchor		50'	$3.95/LF	$197.50
2.	23	12'6"	12	SK-1003 Metal Beam Guardrail		287.5'	$3.20/LF	920.00
3.				Type 1 Anchors Consisting of the Following For Assembly:		4 Ea.	$80.00/Ea.	320.00
	4			SK-1226 Anchor Plate				
	4			SK-2217 Anchor Cable				
	4			SK-2252 Post Pipe Sleeve				
	4			SK-2253 Post Bearing Plate				
4.	4			SK-2415 Terminal		4 Ea.	$50.00/Ea.	200.00
5.	16	12'6"	12	SK-1256 Metal Beam Guardrail		200'	$3.50/LF	700.00

HARDWARE: (GALV)

1. 85 Post Bolt 5/8 X 18"
2. 216 Splice Bolt 5/8 X 1-1/4
3. [illegible] 5/8 Cut Washer
4. 96 SK-4025A Rect. Washer
5. 377 5/8 Recessed Nuts
6. 32 5/8 Hex Nuts
7. 32 Hex Bolt 5/8 X 1-3/4
8. 8 Post Bolts 5/8 X 10"
9. 68 5/8 X 2" Splice Bolts

[illegible]

PREPAID ☒

MAILED JUN 07 1985

TOTAL INVOICE AMOUNT $2,337.50

CERTIFY

BILL OF LADING #6851529
RELEASE #2

APPROX. SHIPPING WEIGHT - 45300

THIS REPRESENTS A COMPLETE SHIPMENT AND A COMPLETE INVOICE ON JOB [illegible]

CLAIMS FOR SHORTAGE, ERRORS OR IMPERFECTIONS SHOULD BE MADE IN WRITING WITHIN 7 DAYS AFTER RECEIPT OF GOODS FOR ALLOWANCES. PAST DUE INVOICES ARE SUBJECT TO INTEREST CHARGED AT THE RATE OF 1½% PER MONTH.

PLEASE RETURN GREEN COPY OF
INVOICE WITH REMITTANCE.

Sales Department

SYRO

Centerville, Utah

5400

SYRO STEEL COMPANY

WESTERN DIVISION

BOX 99, CENTERVILLE, UTAH 84014

(801) 292-4461

CUSTOMER

PACIFIC NORTHWEST GUARDRAIL AND
SUPPLY COMPANY
3304 N. E. UNION AVE
PORTLAND, OREGON 97212

SHIP TO

SAME

OUR DATE	OUR ORDER NO.	YOUR DATE	YOUR ORDER NO.	SHIP FROM	F.O.B. SHIPPING POINT FREIGHT INCLUDED IN PRICE ☐ COLLECT ☐ PREPAID
5/31/[illegible]	10-50352	5/13/[illegible]		C[illegible]	

INTERNAL SCHEDULING	ROUTING	TERMS—½% 10, NET 30	SHIPPED ON	SHIPPED VIA
W/O 5/27/85	Truck		6-27-085	P & H TRUCKING

PRODUCTS SYRO DEEP BEAM GUARDRAIL, GALVANIZED

INVOICE NO. 6343

Contract #9920
Oregon

PROJECT

INVOICE DATE 6-27-85

ITEM	NO. PIECES	UNIT LENGTH	GAGE		ITEM WGT.	QUANTITY	PRICE	AMOUNT
1.	47			Posts For Engineering Details (Without Hardware)		47 Ea.	$95.00/Ea.	4,465.00

TOTAL INVOICE AMOUNT . . $4,465.00

CERTIFY

APPROX. SHIPPING WEIGHT - 5640#

BILL OF LADING #6851761
RELEASE #1

THIS REPRESENTS A COMPLETE SHIPMENT AND A COMPLETE INVOICE ON JOB #10-50352. THANK YOU!

RECEIVED

MAILED JUL 01 1985

CLAIMS FOR SHORTAGE, ERRORS OR IMPERFECTIONS SHOULD BE MADE IN WRITING WITHIN 7 DAYS AFTER RECEIPT OF GOODS FOR ALLOWANCES. PAST DUE INVOICES ARE SUBJECT TO INTEREST CHARGED AT THE RATE OF 1½% PER MONTH.

PLEASE RETURN GREEN COPY OF INVOICE WITH REMITTANCE.
Thank You

Sales Department

SYRO STEEL COMPANY

SYRO
Centerville, Utah
5100

SYRO STEEL COMPANY
WESTERN DIVISION
BOX 99, CENTERVILLE, UTAH 84014
(801) 292-4461

CUSTOMER
PACIFIC NORTHWEST GUARDRAIL AND
SUPPLY COMPANY
[illegible] N. E. UNION AVE.
PORTLAND, OREGON 97212

SHIP TO
S A M E
(503)2[illegible]7-2[illegible]

OUR DATE	OUR ORDER NO.	YOUR DATE	YOUR ORDER NO.	SHIP FROM	
[illegible]	ADD #2 10-50352	6/24/85		Centerville	F.O.D. SHIPPING POINT ☐ FREIGHT INCLUDED IN PRICE ☐ COLLECT ☐ PREPAID [illegible]

INTERNAL SCHEDULING	ROUTING	TERMS—½% 10, NET 30	SHIPPED ON	SHIPPED VIA
W/O 7/15/85	Truck		7-22-85	ACTION EXPRESS

PRODUCTS SYRO DEEP BEAM GUARDRAIL, GALVANIZED

Contract #9920

PROJECT Oregon

INVOICE NO. 7283

INVOICE DATE 7-22-85

ITEM	NO. PIECES	UNIT LENGTH	GAGE	SPECIAL MARKS AND EXCEPTIONS	ITEM WGT.	QUANTITY	PRICE	AMOUNT
1.	6			Posts For Engineering Details (Without Hardware) (Same as Item #1 on Original Order)		6 Ea.	$95.00/Ea.	570.00
						FREIGHT IS PREPAID AND ACTUAL CHARGES ADDED		47.52
						TOTAL INVOICE AMOUNT . . .		[illegible]52

CERTIFY

APPROX. SHIPPING WEIGHT - 720#

BILL OF LADING #7852028
RELEASE #3

THIS REPRESENTS A COMPLETE SHIPMENT AND A COMPLETE INVOICE ON JOB #10-50352 ADD #2. THANK YOU!

RECEIVED

MAILED JUL 23 1985

CLAIMS FOR SHORTAGE, ERRORS OR IMPERFECTIONS SHOULD BE MADE IN WRITING WITHIN 7 DAYS AFTER RECEIPT OF GOODS FOR ALLOWANCES. PAST DUE INVOICES ARE SUBJECT TO INTEREST CHARGED AT THE RATE OF 1½% PER MONTH.

PLEASE RETURN GREEN COPY OF INVOICE WITH REMITTANCE.

Sales Department

SYRO

SYRO STEEL COMPANY

WESTERN DIVISION
BOX 99, CENTERVILLE, UTAH 84014
(801) 292-4461

Centerville, Utah
5400

CUSTOMER PACIFIC NORTHWEST GUARDRAIL AND SUPPLY COMPANY 3904 N. E. UNION AVE. PORTLAND, OREGON 97212	SHIP TO S A M E (503)287-2121

OUR DATE	OUR ORDER NO.	YOUR DATE	YOUR ORDER NO.	SHIP FROM	F.O.B. SHIPPING POINT FREIGHT INCLUDED IN PRICE ☐ COLLECT ☐ PREPAID ☐
11/[illegible]	Add #3 10-50352	10/23/85		Centerville	

INTERNAL SCHEDULING	ROUTING	TERMS—½% 10, NET 30	SHIPPED ON	SHIPPED VIA
W/O 11/5/85	Truck		12-12-85	RYDER - PIE

PRODUCTS SYRO DEEP BEAM GUARDRAIL, GALVANIZED

Contract #9920

PROJECT Oregon

INVOICE NO. 12099

INVOICE DATE 12-12-85

ITEM	NO. PIECES	UNIT LENGTH	GAGE		ITEM WGT.	QUANTITY	PRICE	AMOUNT
1.	1	GALV. STEEL POST		Posts Per Engineering Details (Without Hardware) (Same as Item #1 on Original Order)		1 Ea.	$95.00/Ea.	95.00
				FREIGHT IS PREPAID AND ACTUAL CHARGES ADDED.				56.36

MAILED DEC 20 1985

CERTIFY

APPROX. SHIPPING WEIGHT - 120#

TOTAL INVOICE AMOUNT . . . $151.36

BILL OF LADING #12853777
RELEASE #4

THIS REPRESENTS A COMPLETE SHIPMENT AND A COMPLETE INVOICE ON JOB #10-50352-3. THANK YOU!

RECEIVED
MAY 22 1986

CLAIMS FOR SHORTAGE, ERRORS OR IMPERFECTIONS SHOULD BE MADE IN WRITING WITHIN 7 DAYS AFTER RECEIPT OF GOODS FOR ALLOWANCES. PAST DUE INVOICES ARE SUBJECT TO INTEREST CHARGED AT THE RATE OF 1½% PER MONTH.

PLEASE RETURN GREEN COPY OF
INVOICE WITH REMITTANCE.

Sales Department
SYRO STEEL COMPANY

9920

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

April 22, 1986

In Reply Refer to
File No.:

Joe Reese, President
Pacific Northwest Guardrail & Supply
3904 NE Union Ave
Portland, OR 97212

RE: Klamath River (Keno) Bridge
FAP No. BRI-15(12)
Contract No. 9920

Dear Mr. Reese,

On January 3, 1986, I was made aware of your complaint, specifically your concerns of disperate treatment by the Oregon State Highway Division and Hamilton Construction, on the subject project.

On February 3, 1986, a member of my staff made contact with your office to request a written analysis of your firm's concerns. John Widmer, Compliance Officer, was advised that a letter would be submitted; to date we have not received your analysis.

Our investigation (partial) shows that you were requested to replace scratched/ or damaged guardrail on the subject project and to furnish certifications on replacements.

I have been advised that any problems were resolved in early March 1986. The guardrail in question has been replaced along with proper certifications. We understand all payments have been made.

Thank you for your cooperation in resolving this matter. Should you need additional information or have specific questions in this regard, please feel free to write (address listed above) or call me at (503) 378-6314.

Thomas Jones, Jr.

Thomas Jones, Jr., Manager
EEO, MBE, and Labor Compliance

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
APR 25 '86
REFER TO
FOR
Info | Inves | R/D | J/R | Sign | Act | File

cc: C. O. Fredrickson
Richard Steyskal
W. E. Schwartz ✓
Vicki Nakashima

TJ:kdel
042286k1

734-2023 (2-85)

STATE OF OREGON **INTEROFFICE MEMO**

TO: DALE ALLEN
REGION 4 ENGINEER

DATE: APRIL 2, 1986

FROM: RICHARD J. STEYSKAL
PROJECT MANAGER

SUBJECT:

REFERENCE TO LETTER DATED MARCH 31, 1986, CONCERNING KLAMATH RIVER (KENO) BRIDGE.

PRESTRESSED BEAMS WERE SHOT FOR CAMBER ELEVATIONS AFTER BEING SET INTO POSITION. FINISH GRADES WERE RAISED 0.11 TO MEET EXCESS CAMBER IN ONE BEAM. A MISUNDERSTANDING ON ADDING 0.12 TO GRADES FOR DECK LOAD RESULTED IN CHORDS FOR BRIDGE DECK. BRIDGE DECK IS 0.75 PLUS THICK OVER BEAM EDGES TO PREVENT THIN DECK.

IN THE FUTURE DECK GRADES WILL BE TRIPLE CHECKED TO PREVENT THIS CONIDITION.

cc Pool/Hunter

I believe this
says we shot
the grades wrong - (Green Crew)
Dale

Walt 4-14-86
I don't know
what he is talking
about. Do you?
ESH
cm

RECEIVED
STATE HWY ENGR
APR 9 '86
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

ROM [✓ RE] [✓ ROE] RAS FAS
RTS RECEIVED GEO
RUS APR 7 1986 RDS
RSO REGION 4 RBI
ASSIGNED ____________

ontains
cycled
terials
125-1387

SP*75683-125

9 4 2 6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 9, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Klamath River (Keno) Bridge Section
Item No. 20087
Project No. BRF-15(8)
Green Springs Highway
Klamath County

In response to your letter of March 31, 1986 concerning file number 55196 on the subject project. After reviewing this file we hereby withdraw our request for participation of federal funds in its acquisition.

RDF:me
cc: J. B. Boyd
Don Aman
General Files

Form 734-3122

a120

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

March 31, 1986
IN REPLY REFER TO
HRW-OR/BRF-15(8)

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project BRF-15(8)
Klamath River (Keno) Bridge Section
Green Springs Highway File No. 55196

Mr. Potter's March 21, 1986 request for participation of Federal funds in the acquisition of File 55196 on the subject project has been reviewed but not approved.

Based on the information provided we were unable to determine what property rights, if any, were being proposed for acquisition. Also, we are unaware of any current project proposals which would require the acquisition of additional property.

Should you still desire Federal participation in the acquisition of additional right-of-way on the subject project, please provide us with data supporting the need and clarification of what is to be acquired.

Sincerely yours,

John D Wickman
for Dale E. Wilken
Division Administrator

cc:
OSHD (Gary Potter, Proj. Mgmt.)
(J. B. Boyd, R/W)
(Don Aman, R/W)

cy
Hunter

RECEIVED
STA. HWY ENGR
APR 1 '86
REFER TO
Potter
F
Info | Inves | R/O | D.R | ign | Act | File
✓

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 21, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20087
Project No. BRF-15(8)
Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County
File No. 55196

I request your approval of a program change on the subject project to include one additional file at an estimated increase in total cost of $25,000 with an obligation of $20,000 in federal funds.

I further request authorization to proceed with the actual acquisition of the required right-of-way, all phases, as outlined in red on the enclosed copy of right-of-way map No. 9B-23-27.

Enclosed are copies of a modification of project agreement (PR-2A) and revised project agreement estimate for the added work.

RDF:bkb
Enc.
cc: D.D. Allen, Reg. 4
Don Aman
General Files ✓

Oregon State Highway Division
Salem, Oregon March 21, 1986

Federal-Aid Project No. BRF-15(8)

Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 101,900.00
		Total	$ 101,900.00

Type Code ROW
Right-of-way (Sta. 1844+00 to Sta. 4+00)

Right-of-way	All Required		$ 33,000.00
		Subtotal	$ 33,000.00
	Acquisition Expense		5,000.00
		Total	$ 38,000.00

Length of Project	0.2 mi.

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	118	$ 101,900.00	$ 81,520.00	$ 20,380.00
R/W	118	38,000.00	30,400.00	7,600.00
Total		$ 139,900.00	$ 111,920.00	$ 27,980.00

Group 011: 100%; 010: 0%
Prefix: C018-1975
Prefix: C018-2507

RDF:bkb

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
MODIFICATION NUMBER 4		Project Number BRF-15(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 28, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 114,900.00	$ 139,900.00
Federal funds	$ 91,920.00	$ 111,920.00
Other revisions		

This modification is made for the following reasons: to include additional authorized right-of-way acquisition costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ______ day of ______, 19__

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: March 13, 1986

Donald Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Klamath R. (Keno) Br. Section
Green Springs Highway
Klamath County
Project # BRF-15(8

We have received 1 additional file on the above project. The project is currently under contract. This file does not involve taking but will be payment for damages due to a change of grade and drainage. The cost of the damage is estimated at $25,000. No relocation is involved.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration.

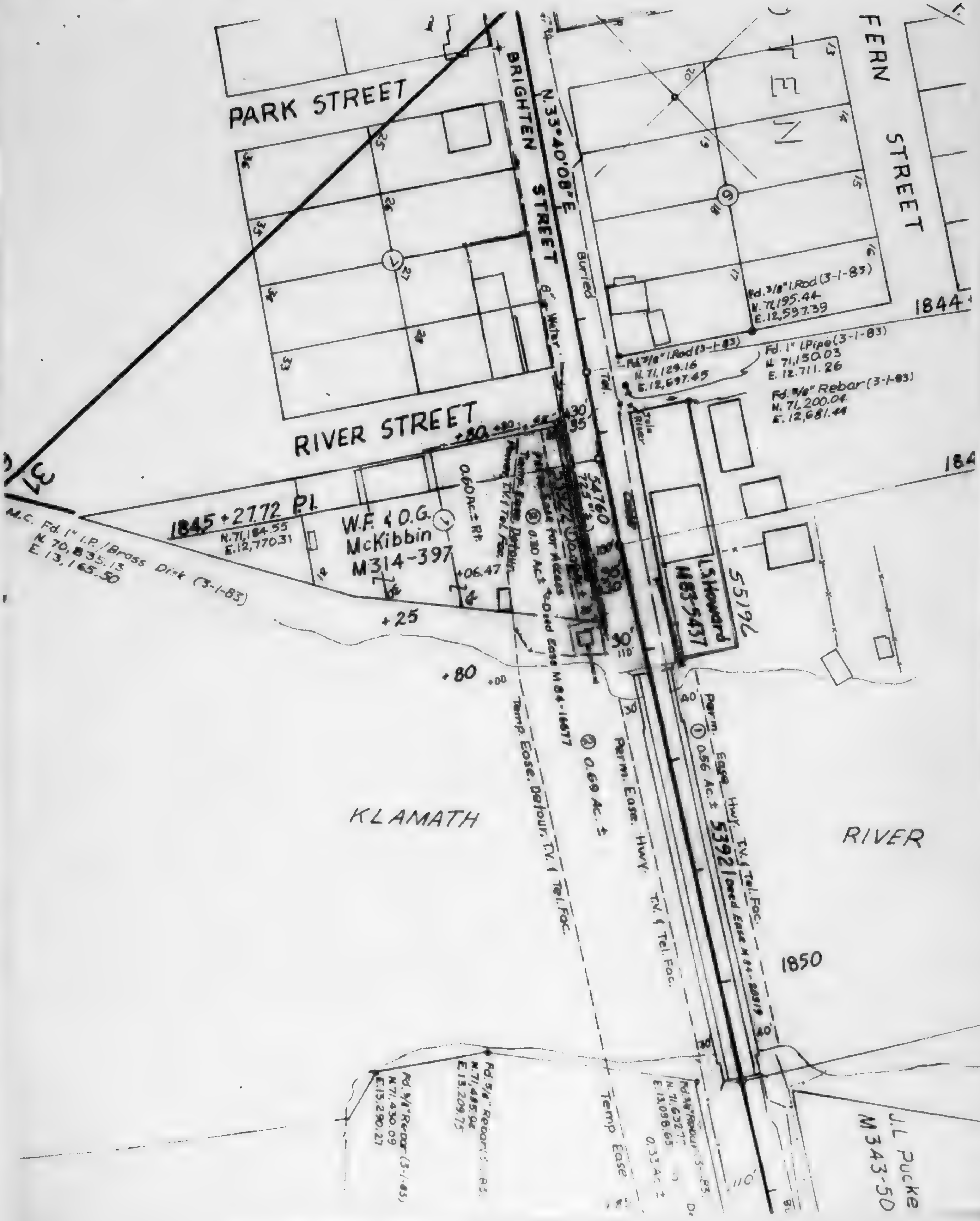
The above estimate covers file 55196 as shown on map 9B-23-27.

DA:mk

Attachment

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAR 14 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387


PARK STREET
BRIGHTEN STREET
N.33°40'08"E
FERN STREET
RIVER STREET
Buried
6" Water
Tel
Tele
River
Fd. 3/8" I.Rod (3-1-83)
N. 71,195.44
E. 12,597.39
1844+
Fd. 7/8" I.Rod (3-1-83)
N. 71,129.16
E. 12,697.45
Fd. 1" I.Pipe (3-1-83)
N. 71,150.03
E. 12,711.26
Fd. 5/8" Rebar (3-1-83)
N. 71,200.04
E. 12,681.44
1844
1845+27.72 P.I.
N. 71,184.55
E. 12,770.31
M.C. Fd. 1" I.P./Brass Disk (3-1-83)
N. 70,835.13
E. 13,165.50
37
W.F. & O.G. McKibbin
M314-397
0.60 Ac.± Rt.
+06.47
+25
+80
+80
+00
30'
35
30'
110'
54760
0.30 Ac.± for Access
Temp. Ease. Detour, T.V. & Tel. Fac.
Deed Ease. M 84-16677
Temp Ease. Detour, T.V. & Tel. Fac.
I.S. Howard
M83-5437
55196
40'
30
Perm. Ease. Hwy. T.V. & Tel. Fac.
0.69 Ac.±
Perm. Ease. Hwy. T.V. & Tel. Fac.
0.56 Ac.±
53921
Deed Ease. M 84-20019
KLAMATH
RIVER
1850
30
40'
Fd. 5/8" Rebar (3-1-83)
N. 71,430.09
E. 13,290.27
Fd. 5/8" Rebar (3-1-83)
N. 71,485.94
E. 13,209.75
Fd. 5/8" Rebar (3-1-83)
N. 71,632.77
E. 13,098.65
Temp Ease
0.33 Ac.±
110'
J.L. Pucke
M343-50

9920

jc

U. S. DEPARTMENT OF TRANSPORT .ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRF-15(12)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20087

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
March 29, 1985

8. FEDERAL ROUTE NUMBER
Primary 15

9. STATE ROUTE NUMBER
Primary 21

10. GENERAL LOCATION:
Klamath River (Keno) Bridge # 00986-021-05010 Section

11. GENERAL DESCRIPTION OF WORK
Patching the ends of the detour

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3-29-85 as requested in Mr. Fredrickson's letter of 12-11-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $4,500; Federal Funds $3,600.

RECEIVED
STATE HWY ENGR
JAN 17 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/17

14. DATE
1/15/86

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

January 2, 1986

Hamilton Construction Co.
P.O. Box 659
Springfield, Oregon 97477

CON

Time Extension Request
Klamath River (Keno) Bridge
Contract No. 9920
FAP No. BRF-15(12)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 30 calendar days in which to complete phase "a" of the contract due to added work performed under Extra Work Order No. 1, Price Agreement Nos. 10 and 12, and the additional 2.5-foot depth at bend 3.

A contract time adjustment of 24 calendar days is granted for phase "a" due to the work performed under Extra Work Order No. 1, Price Agreement No. 12 and the additional depth at bend 3. No additional time is granted for the work done under Price Agreement No. 10 (bent 5) since that work did not delay project completion. The adjusted contract time of completion for phase "a" of this contract is 389 calendar days.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager, Richard Steyskal.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:kjm sl

bc C. O. Fredrickson
Dale Allen w/att.
Richard Steyskal w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: December 20, 1985

FROM: Steve Macnab
Steve Macnab
Region Operations Engineer

SUBJECT: Request for Adjustment of Contract Time
Klamath River (Keno) Bridge
Contract No. C09920
Klamath County

Attached for your consideration is a request from Hamilton Construction for additional time related to footing construction on the subject project. Also included is the Project Manager's report and recommendation. Following is a summary of the two attachments.

Bent	Contractor Request	P.M. Recommendation
1	5 days	0 days
2	------	------
3	3 days	0 days
4	17 days	16 days
5	5 days	1 day
TOTAL	30 days	17 days

In reviewing this claim at the Region level, I looked closely at the critical path for this work. Attached is a bar chart that shows the start of cofferdam construction and end of excavation for each bent. Although it is not in a critical path format it does show that all of the bents except No. 5 were apparently on the critical path. All bents except for Bent 2 also required additional excavation below plan.

Under Subsections 251.93, 504.91 and 505.92, we reimburse the contractor for changes related to excavation below plan. Therefore, it seems reasonable to grant additional time for critical path items related to that work.

Based on this reasoning, Region recommends the following adjustments:

Bent No. 1--3 days additional for excavating two feet below plan elevation. Method of construction caused them to work longer period than we feel was necessary.

Bent No. 2--No addition.

12-27-85
W.E. Schwartz-
I concur with Region and recommend a 24 C.D. time extension due to added work done under EWO #1, P.A. #12, and lowering of bent No. 3.

CE ___ CAE — RECEIVED — LS ___ TC ___
CCE ___ OM ___ SA ___ CC ___
OE ___ DEC 24 1985 FE ___ CP ___
CA ___ PQC ___
CAM ___ CONSTRUCTION QCS ___
EEO ___ SECTION FILE ___

81-125-1387

Bent No. 3--3 days additional for excavating two 2.5' below plan elevation. Method of construction required longer work period than would have been necessary (no rock bits or shut piles).

Bent No. 4--18 days additional for excavation below plan (16 days for EWO #1 and 2 days for State to reveiw and approve Hamilton's excavation proposal). Test piles on May 4 indicated a probable footing elevation of 4+ feet below plan.

Bent No 5--No additional time since excavation not on critical path. Done concurrently with Bent 4. No apparent delay for deeper excavation.

In summary, Region recommends granting 24 days of additional time for completion of bridge foundation work.

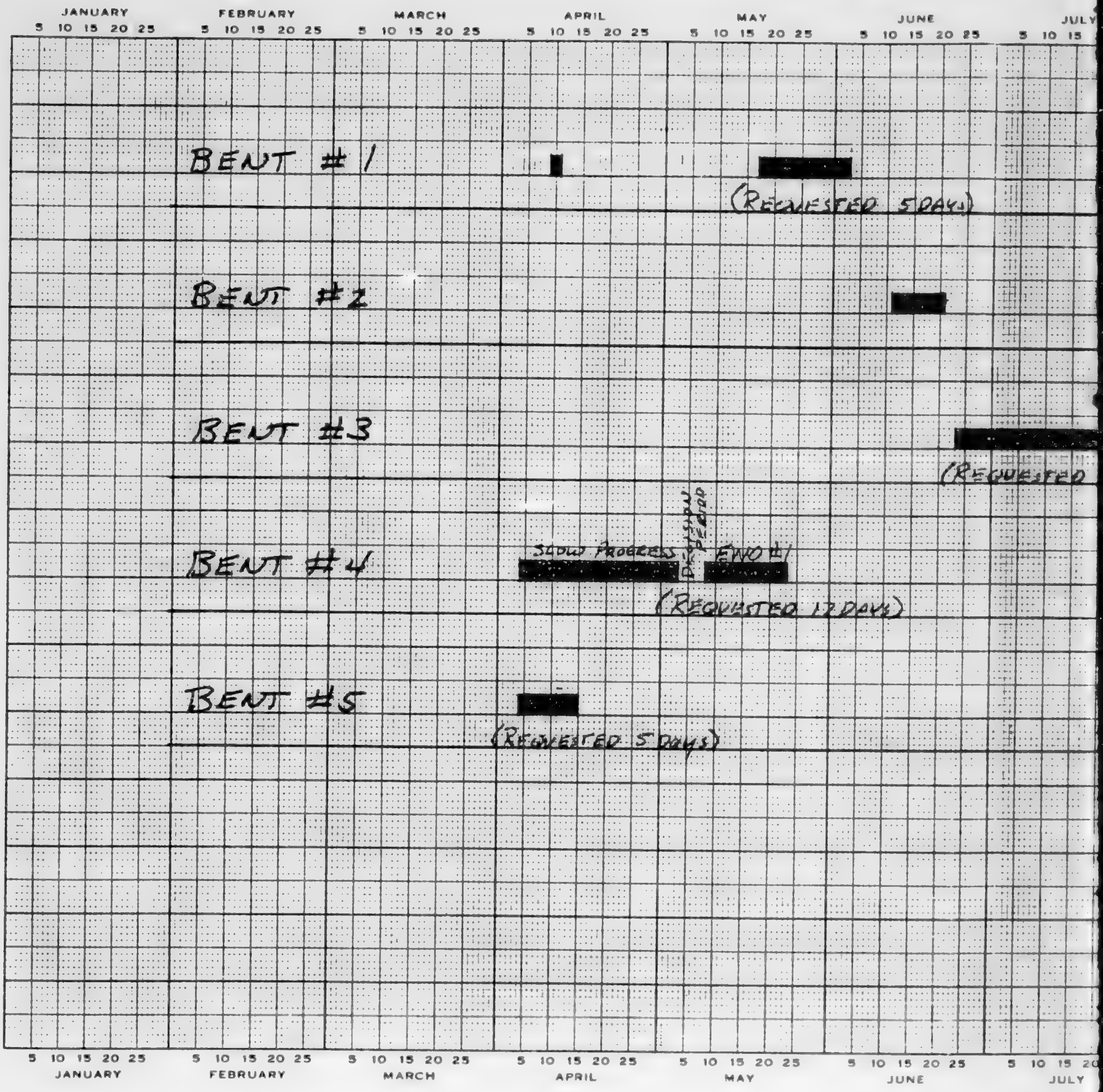
SHM:br

Enclosures

CC: Richard Steyskal

KLAMATH RIVER (KENO) BRI

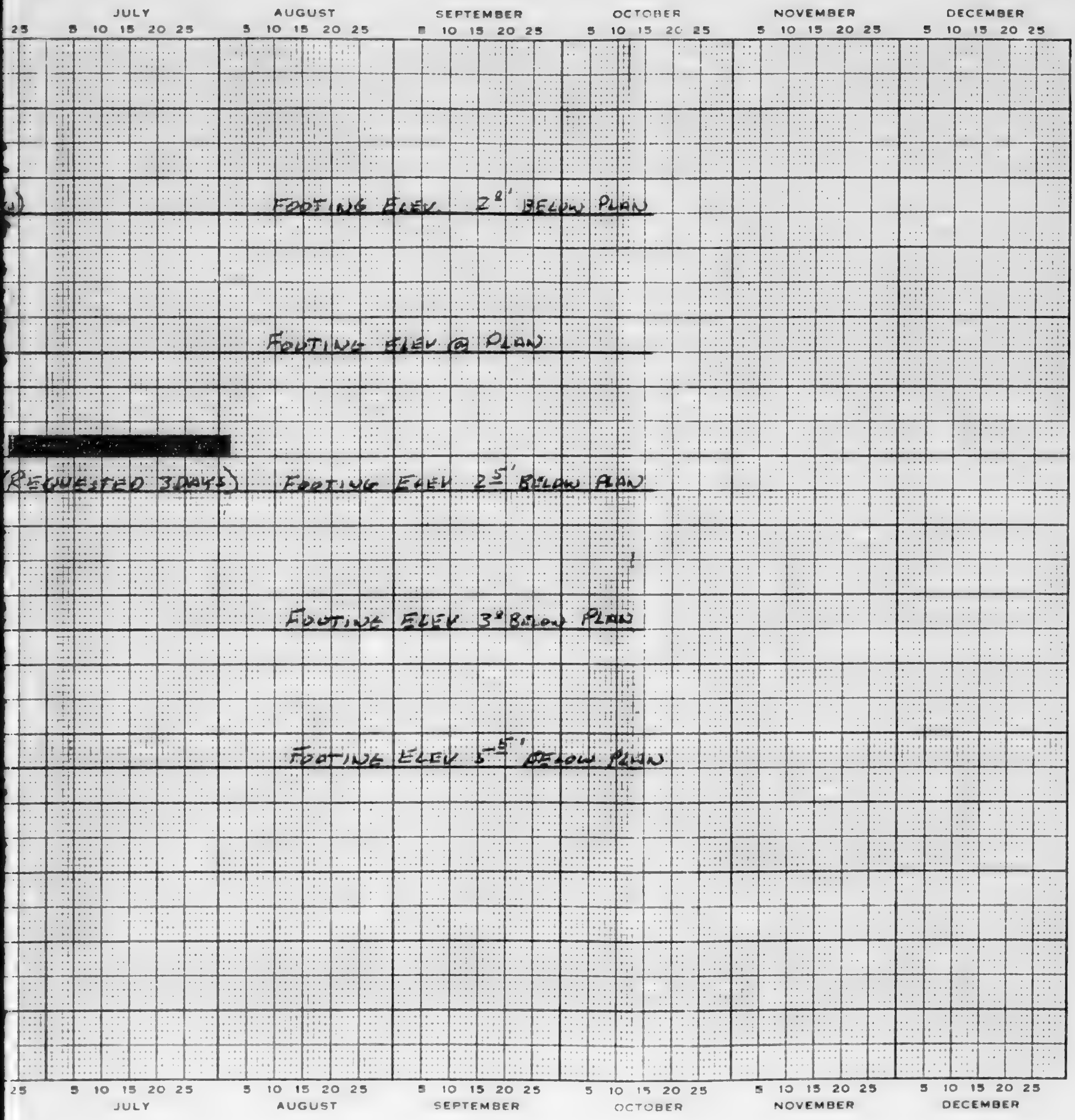
Foundation Excavation



K+E 1 YEAR BY DAYS X 150 DIVISIONS 47 2810
KEUFFEL & ESSER CO. MADE IN U.S.A.

ENO) BRIDGE

tion



12-19-95
SHM

jc cc: OSHD (Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
OCT 30 '85
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign File

REGION NO. 10	REPORT NO. 5	COUNTY Klamath	DIVISION Oregon

IN COMPANY WITH
R. Steyskal, Project Manager; J. Stuckey, Asst. Project Manager; OSHD

DATE OF INSPECTION 10-16-85	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. BRF-15(12)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED A) 90 B) 55 %	WORK COMPLETED 75 %

KLAMATH RIVER (KENO) BRIDGE SECTION
GREEN SPRINGS HIGHWAY
Grading, Paving & Structure

NOTED
W. E. SCHWARTZ

WORK COMPLETED

Roadwork - The paving and associated bridge approach work is nearly complete.

Structure - The structure is complete thru the placement of the deck.

WORK IN PROGRESS

The contractor was making the last deck pour at the time of this inspection.

COMMENTS

The deck pour was progressing well at the time of this inspection.

The previous deck pour was being cured in an acceptable manner using wet burlap and a visqueen covering. This contract did not call for this kind of cure process (later contracts specify this method of deck cure), however, a contract change has been initiated so this curing process could be specified. This change will be included in an appropriate price agreement.

The temperature of the surface of the concrete under the burlap is being monitored. Acceptable temperatures have been observed to date. The contractor was spreading 3-4 inches of straw over the top of the visqueen moisture barrier at the time of this inspection. The present plan is to place another layer of visqueen over the straw to help keep the straw in place and to provide an additional moisture barrier. Black visqueen is being used. This method of insulation should be adequate if the current weather trend continues thru the cure period.

Some problems were encountered with the concrete pumping operations, and so, the 1 1/2- 3/4 inch size aggregate was slightly reduced to provide a more pumpable mix. This change was made in cooperation with the OSHD materials laboratory. The concrete mix contains approximately 39% sand.

Test results for both deck pours were reviewed as part of this inspection. The test results indicate the concrete incorporated into the deck is in substantial conformance with the specifications.

A water reducer is being used in the deck concrete on this project. Section 504.33(g) provides a 5" slump is acceptable when an appproved water reducer is used. Several slump results were in excess of 5". Possibly some consideration should be given to allowing, by specification, a maximum slump of only 4 inches in deck concrete regardless of whether the mix contains a water reducer of not. Greater slump may result in the tendency of the larger aggregate to settle from the top surface.

The final footing elevations for the structure are as follows:

Location	Plan Elev.	Actual Elev.
Bent No. 1	4076	4074.0
Bent No. 2	4067	4067
Bent NO. 3	4060	4057.5
Bent No. 4	4058	4055
Bent No. 5	4078	4072.5

- DBC -

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

June 25, 1985

D. O. Christensen
Road Design Engineer

File 34760
Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

9720

ic

STATE COPY

cc: OSHD (Coulter)

1

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 3	COUNTY Klamath	DIVISION Oregon

IN COMPANY WITH
R. Steyskal, Project Manager; S. MacNab, Region 4 Operations Engineer; Randy Davis, Region 4 Asst. Geologist; OSHD

DATE OF INSPECTION June 19, 1985	INSPECTION MADE BY D. B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. BRF-15(12)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED a) 58 b) 36 %	WORK COMPLETED 43 %

RECEIVED
STATE HWY ENGR
JUL 1 '85
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

my 7/2

KLAMATH RIVER (KENO) BRIDGE SECTION
GREEN SPRINGS HIGHWAY
Grading, Paving & Structures

WORK COMPLETED

Bent No. 1	Footing and abutment wall poured.
Bent No. 2	Excavation for footing 70% complete.
Bent No. 4	Footing and column poured. Forming for pier cap nearly complete. Reinforcement for pier cap nearly complete.
Bent No. 5	Footing and abutment wall poured. Retaining wall poured.

NOTED
W. E. SCHWARTZ

WORK IN PROGRESS

Work on Bent No. 2 - footing excavation.
Final forming and reinforcement steel work in Bent No. 4 piercap.

COMMENTS

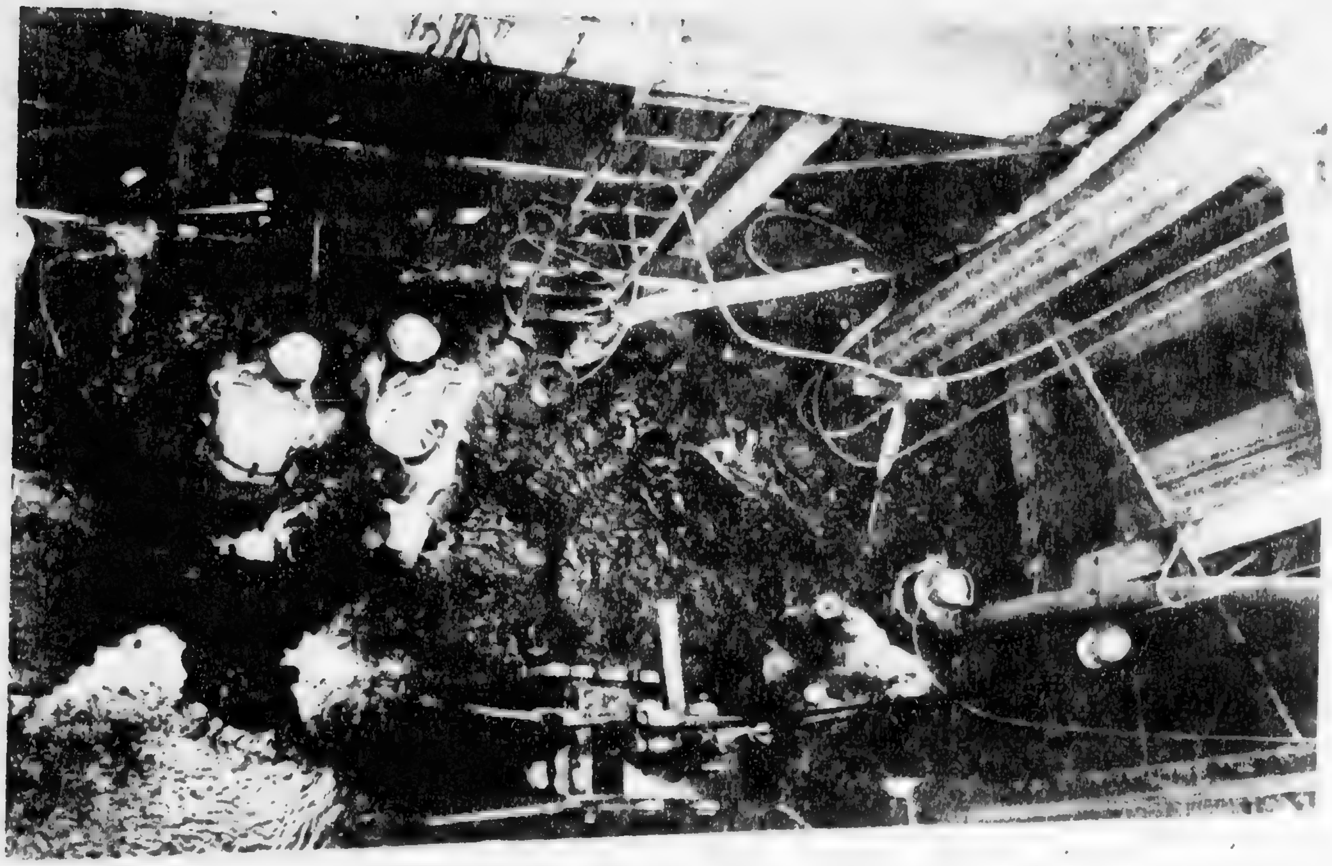
Concrete aggregates for use on this project have been thoroughly tested and found to be within specifications. However, the sand samples indicate an Organic Color Plate No. 4 (AASHTO T-21) while other testing in accordance with AASHTO T-71 indicated the organic impurities were not harmful. These aggregates are currently being used for the substructure concrete. These aggregates are being made from a gravel source located on the west side of Klamath Lake near Cherry Creek and is referred to locally as the "Brown Pit". Because of the lack of history on this source and the general marginal performance of some Klamath area concrete aggregates the laboratory has recommended that the Class 4,500 psi bridge deck concrete be produced from imported aggregates. I concur in this recommendation.

Form FHWA-1446A
(Rev. 2-84)

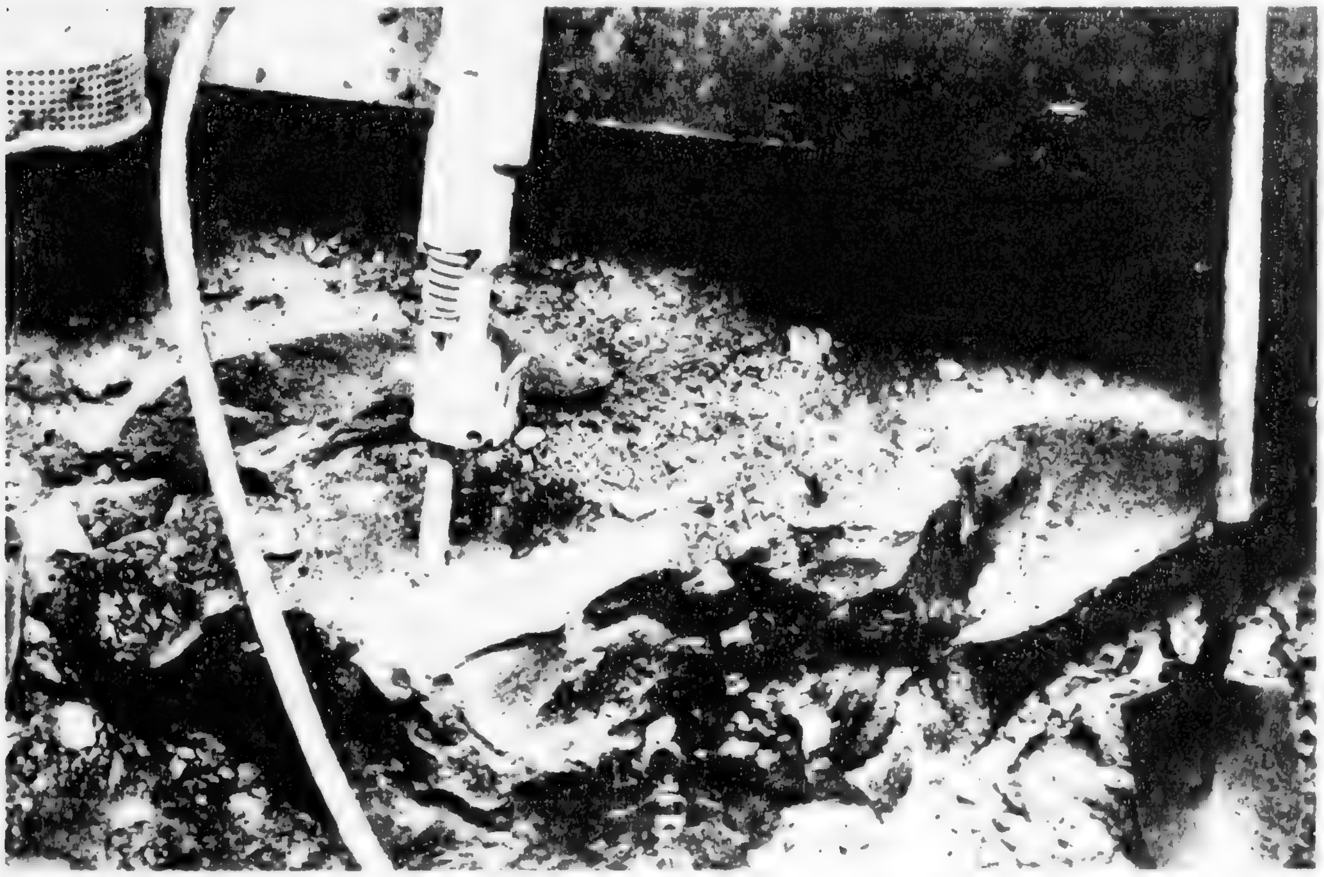
Inspection Report No. 2 indicated that Bent No. 4 footing would probably have to be lowered due to unsuitable material being encountered at plan footing eleveation. This work has since been accomplished. Part of the footing excavation was established at elevation 4,053 while the remainder was established at elevation 4,055. The step was backfilled with concrete so that the actual structural footing elevation was established at elevation 4,055. Since the last inspection report much of the work at this Bent has been done on a force account basis as per the specifications. The force account cost will be about $30,000.

Work is underway at Bent No. 2 for the footing at this location. The excavation was reviewed as part of this inspection. It appears that the foundation material at Bent No. 2 will be similar to that encountered at Bent No. 4 except that it appears Bent No. 2 can be located at or near plan elevation.

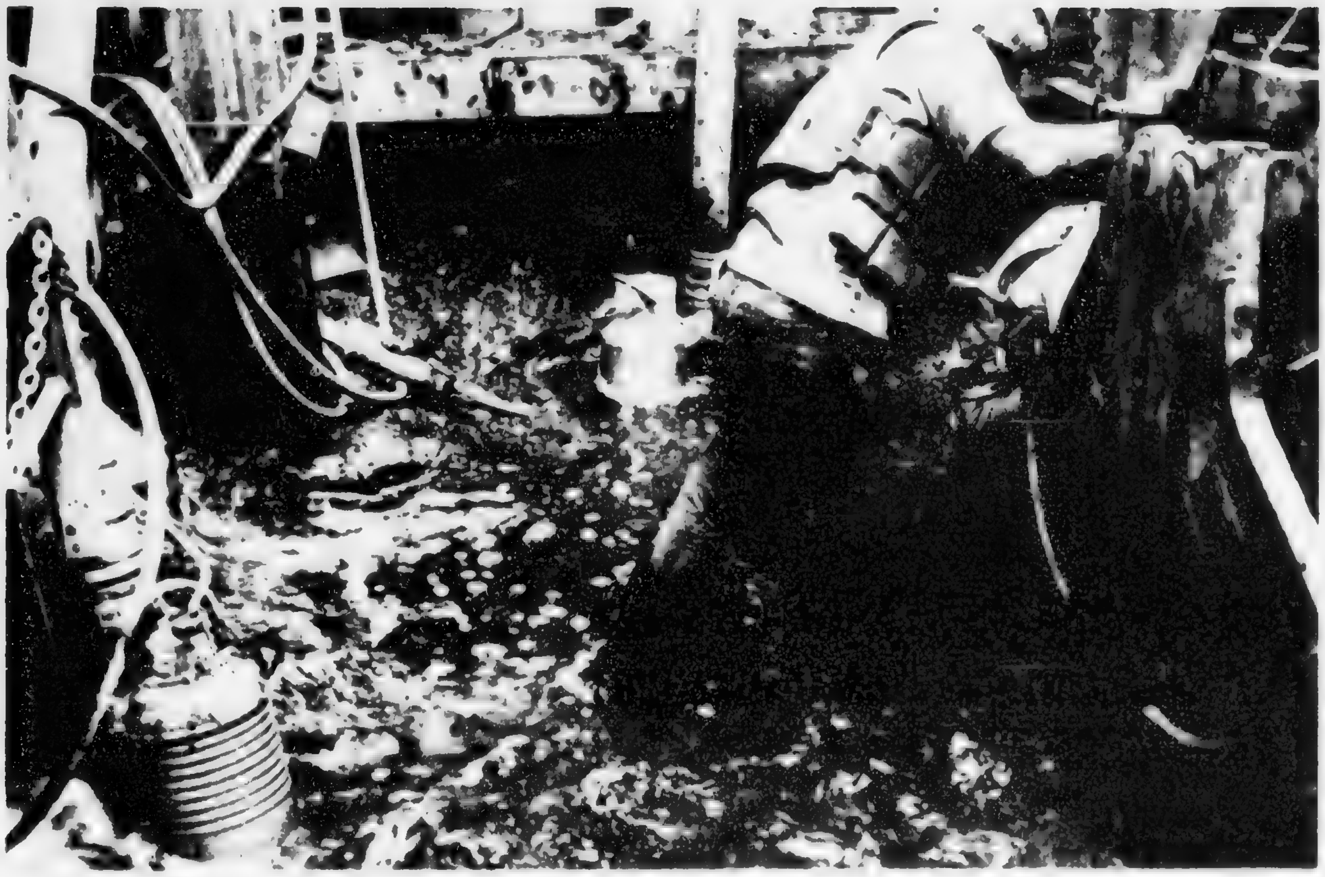
See photographs on following pages.



#1. Looking down on Bent No. 2 footing excavation from the top of the cofferdam. Hard rock was encountered in the upper left hand portion of the excavation. Softer, but suitable rock was encountered over the remainder of the footing area.



#2. Hard rock in left upper portion of the footing excavation.



#3. Example of softer rock which exists over the remainder of the footing area. Plan elevation is about where the worker in the picture is standing. The plans call for the footing to be poured neat against rock. This will be impossible to do because of the soft nature of much of the rock. As much of the footing as possible will be poured neat, the remainder will not. This feature will be checked with the bridge design section.

- DBC -

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 12, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Pump House Fence Relocation
Keno Fire District
Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County
Project No. BRF-15(12)

Confirmation of your verbal authorization for Keno Fire District to proceed with the relocation of the fence surrounding their pump house which is in conflict with this project as of April 10, 1985 is requested. An estimate of cost is being prepared by the District. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
April 10, 1985 is approved

David B Carter
David B. Carter, Area Engineer

JMC:jr
cc: E. S. Hunter ✓
Don Trout
Pete Gonzalez
Dale D. Allen
Richard Steyskal
R. O. Havig

RECEIVED
STATE HWY ENGR
APR 17 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

November 21, 1984

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

CON 5

9920

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9920 for work on the Klamath River (Keno) Bridge Section of the Green Springs Highway in Klamath County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Hansen & Rowland, Inc. of Oregon
5319 S. W. Westgate Drive, Suite 139
Portland, OR 97221

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Doug Greene
L. E. George

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

November 2, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, OR. 97310

Subject: Klamath River (Keno) Bridge

Ladies and Gentlemen:

In compliance with the Supplemental Required Contract Provisions we offer the following documentation of utilization of DBE/MBE firms:

Arrow Brothers Corp.
9450 S.W. Commerce Circle
Wilsonville, OR. 97070

(503) 682-2100

Bid Item	Amount
5	$ 1,050
6	4,500
31	1,998
32	5,310
33	800
34	4,500
35	1,400
36	340
62	34,592
	$54,490

$54,490 / Bid of $1,619,966 = 3.36%
Goal = 3.00%

Our utilization exceeds the goal. We request your approval of our documentation.

RECEIVED
NOV 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

HAMILTON CONSTRUCTION CO.

Jack I. Hamilton

Jack I. Hamilton
MBE/WBE Liaison Officer

JH:bw

cc Kay Turner

MEMBER: ASSOCIATED GENERAL CONTRACTORS

#55

7930

FINAL REPORT on Real Property Negotiations

BRF-15(8)

OREGON STATE HIGHWAY DIVISION

11-16-84

File 53921

Sta. ______ to Sta. ______

Name of owner State of Oregon by and Through its Division of State Lands

Mail address 1445 State St., Salem, OR 97310 Phone No. 378-3805

Phone No. ______

Attorney N/A Address ______

Purpose of purchase P.E. and T.E.

Deed Signed 11-2-84
OPTION EXPIRES 2-6-85

Possession Upon payment

Location of property Klamath River (Keno) Bridge section of Green Springs Highway in Klamath County.

Street address or Sec. T.R. Section 31, Township 39 South, Range 8 East

How does taking affect remaining property? Minimal
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Bridge Easement over the Klamath River
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	Parcel 1 - 0.56 Ac. P.E. @ $535+/Ac.	$ 300.00
	Parcel 2 - 0.69 Ac. 3 yr temp. ease @ $166+/Ac.	$ 115.00
	Administrative fee @ $250.00 total	$ 250.00
Total Consideration		$ 665.00

Relocation: 3617 forwarded on 8-7-84

☐ Required Displacement: $ ______ Replacement Housing: $ ______ ☐ Improved ☒ Unimproved Rent Supplement

Appraisals: $ 665.00 By David W. Wright
Staff & $ ______
Fee $ ______

Review Appraisal $ N/A
By ______ Review Appraiser

☐ Entire taking ☐ Complete restriction of access

☐ Access controlled ☒ Access not controlled

Job Prefix ______ Participating $ ______ Non-Participating $ ______

General remarks ______

Settlement recommended: (Give such general explanation as you desire to support settlement)

Right of Way Supervisor Date 11-7-84

Signed: Right of Way Agent David W. Wright

Right of Way Manager Date 11 16 84

Dated: 11-5-84

Authorized by Transportation Commission: Date 11/16/84

FORM 734-3042 (Rev. 7-78)

③ 11/23/84

FINAL REPORT on Real Property Negotiations

Fed Aid: BRF-15(8)

OREGON STATE HIGHWAY DIVISION

File 53923

Sta. 1850+60 to Sta 3+50

Name of owner Piney Woods Land & Development Company, an Oregon Corporation

Mail address 515 East Main, Ashland, OR 97520 Phone No. 482-3111

Phone No.

Attorney Sam Davis (address above, Partner in Piney xxxxxx. Woods Corp

Purpose of purchase Temporary Easement OPTION EXPIRES 11-5-84 Possession Upon payment

Location of property Klamath River (Keno Bridge) section of Green Springs Highway in Klamath County.

Street address or Sec. T.R. A parcel in Section 31, Township 39 South, Range 8 East, W.M.

How does taking affect remaining property? Imposes temporary easement for detour. (Give details regarding dividing of tract, if appropriate)

Nature of property taken Vacant agricultural (Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

D LAND:	0.33+ acres, Three (3) year Temporary easement for detour, television, power and telephone facilities @ $11,000/acre	= $3,600.
	Total Just Compensation	= $3,600.

STATE'S OBLIGATION:

Construction of fences, temporary and permanent, and road approaches, temporary and permanent, shall be as shown on sheets 3 and 4, Preliminary Construction plans (attached).

It is understood that upon termination of this easement, said detour road shall be removed from the easement area by Grantee and the land, so far as practical, restored to its existing condition.

FENCING:

State agrees to move and reconstruct, in kind, any fence disturbed by the construction or reconstruction of this project. Fence constructed by State shall create no obligation on part of the State for maintenance.

Withholding $ -0- for No withholding

Relocation: 3617 forwarded on 9-7-84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 1,900. By Orville Aas Review Appraisal $ 2,250.

Staff & $

Fee $

By Carl Schmidt Review Appraiser

Complete restriction

P. OBLIG E 900 TO CONST.

DATE 9/14/84

Mail address 515 East Main, Ashland, OR 97520 Phone No. 482-3111

Phone No.

Attorney Sam Davis (address above, Partner in Piney xxxxxx, Woods Corp

Purpose of purchase Temporary Easement OPTION EXPIRES 11-5-84 Possession Upon payment

Location of property Klamath River (Keno Bridge) section of

Green Springs Highway in Klamath County.

Street address or Sec. T.R. A parcel in Section 31, Township 39 South, Range 8 East, W.M.

How does taking affect remaining property? Imposes temporary easement for detour.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Vacant agricultural
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

D LAND:	0.33± acres, Three (3) year Temporary easement for detour, television, power and telephone facilities @ $11,000/acre	= $3,600.
	Total Just Compensation	= $3,600.

STATE'S OBLIGATION:

Construction of fences, temporary and permanent, and road approaches, temporary and permanent, shall be as shown on sheets 3 and 4, Preliminary Construction plans (attached).

It is understood that upon termination of this easement, said detour road shall be removed from the easement area by Grantee and the land, so far as practical, restored to its existing condition.

FENCING:

State agrees to move and reconstruct, in kind, any fence disturbed by the construction or reconstruction of this project. Fence constructed by State shall create no obligation on part of the State for maintenance.

P. OBLIG E 900 TO CONST.
DATE 9/14/84

Withholding $ -0- for No withholding

Relocation: 3617 forwarded on 9-7-84 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 1,900. By Orville Aas Review Appraisal $ 2,250.

Staff & $

Fee $

By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 18-2507 Participating $ 3600 Non-Participating $ —

General remarks Increase of settlement over review allowed higher value of easement use.
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 9-7-84 Signed: Frank King
Right of Way Agent

Right of Way Manager Date 84 Dated: September 7, 1984

Authorized by Transportation Commission: Date 9/14/84

FORM 734-3042 (Rev. 7-78)

9/14/84 ③

FINAL REPORT on Real Property Negotiations

Fed.Aid: BRF-15(8)

OREGON STATE HIGHWAY DIVISION

File 53922

Sta. 1844+85 to Sta. 1846+70

Name of owner Mrs. Opal G. McKibbin, a widow

Mail address Post Office Box 53, Keno, OR 97627 Phone No. 884-7033

Phone No.

Attorney None Address

Purpose of purchase Permanent Easement & Temporary Easement | OPTION EXPIRES March 4,1985 | Possession Upon payment

Location of property Klamath River (Keno Bridge) section of Green Springs Highway in Klamath County.

Street address or Sec. T.R. Parcels in SW¼, Section 31, Township 39 South, Range 8 East, W.M.

How does taking affect remaining property? Imposes permanent easement for access road and temporary easement for detour road.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Vacant residential land, improved with Type II fencing.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:

Parcel 1:	0.08± acres, Permanent Easement for access road @ $12,500/Acre	= $1,000.
Parcel 2:	0.30± acre - 3 Year Temporary Easement for detour, television, powerline and telephone facilities @ $11,667/acre.	= 3,500.
	Total Just Compensation	= $ 4,500.

STATE'S OBLIGATIONS:

State to install temporary Type II fence on southeasterly side of temporary easement; fence to be removed by State on completion of the project.

Temporary detour road to be removed on completion of the project and ground surface restored as nearly as can be practically done to existing condition.

FENCING:

State agrees to move and reconstruct, in kind, any fence disturbed by the construction or reconstruction of this project. Fencing construction by State shall create no obligation on part of State for maintenance.

P. OBLIG E 800 TO CONST.
DATE 9/14/84

Withholding $ -0- for No withholding

Relocation: 3617 forwarded on 9-7-84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 2,600. By Orville Aas

Staff & $

Fee $

Review Appraisal $ 3,000.

By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 18-2507 Participating $ 4 [illegible] Non-Participating $

Mail address Post Office Box 53, Keno, OR 97627 Phone No. 884-7033

Phone No.

Attorney None Address

Purpose of purchase Permanent Easement & Temporary Easement

OPTION EXPIRES March 4,1985

Possession Upon payment

Location of property Klamath River (Keno Bridge) section of Green Springs Highway in Klamath County.

Street address or Sec. T.R. Parcels in SW¼, Section 31, Township 39 South, Range 8 East, W.M.

How does taking affect remaining property? Imposes permanent easement for access road and temporary easement for detour road.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Vacant residential land, improved with Type II fencing.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:

Parcel 1:	0.08± acres, Permanent Easement for access road @ $12,500/Acre	= $1,000.
Parcel 2:	0.30± acre - 3 Year Temporary Easement for detour, television, powerline and telephone facilities @ $11,667/acre.	= 3,500.
	Total Just Compensation	= $ 4,500.

STATE'S OBLIGATIONS:

State to install temporary Type II fence on southeasterly side of temporary easement; fence to be removed by State on completion of the project.

Temporary detour road to be removed on completion of the project and ground surface restored as nearly as can be practically done to existing condition.

FENCING:

State agrees to move and reconstruct, in kind, any fence disturbed by the construction or reconstruction of this project. Fencing construction by State shall create no obligation on part of State for maintenance.

P. OBLIG $ 800 TO CONST.
DATE 9/14/84

Withholding $ -0- for No withholding

Relocation: 3617 forwarded on 9-7-84 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 2,600. By Orville Aas Review Appraisal $ 3,000.

Staff & $

Fee $

By Carl Schmidt
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 18-2507 Participating $ 4,500 Non-Participating $

General remarks Settlement over review allowed for more severe effect of permanent easement on remainder and increased value for temporary easement.
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 9-7-84 Signed: Frank King
Right of Way Agent

Right of Way Manager Date 9-13 Dated: September 7, 1984

Authorized by
Transportation Commission: Date 9/14/84

FORM 734-3042 (Rev. 7-78)

9/14/84 ④

STATE OF OREGON

INTEROFFICE MEMO

TO: Files

DATE: Nov. 14, 1984

E J Hunter

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 1, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened Nov. 1, 1984 on the following projects:

1. Pacific Highway East at Ivy, Grant & Elm Streets (Canby)
   Pacific Highway East, Clackamas County
   Traffic Signals
   Pedestrian signals and bicycle sensitive detector loops to be installed at these intersections.

2. Greenwood Avenue U'xing @ Division Street (Bend)
   Central Oregon Highway, Deschutes County
   Grading, Paving & Structure
   Four eleven-foot lanes with shoulders varying from ten to four feet. Sidewalks variable from four to eight feet available for bicycle and pedestrian traffic.

3. Lakeshore Drive - Deer Creek (Selma)
   Redwood Highway, Josephine County
   Grading & Paving
   Twelve to fourteen-foot lane with sixteen-foot left turn median lane. Six to eight-foot shoulders are available for bicycle/pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Klamath River (Keno) Bridge
   Green Springs Highway, Klamath County
   Grading, Paving & Structure
   Twelve-foot lanes with eight-foot shoulders and a six-foot sidewalks on the structure. Shoulders are available for bicyclists.

5. Territorial Hwy. at Lawrence Rd.
   Territorial Highway, Lane County
   Grading & Paving
   Left turn median construction. Twelve-foot lanes. Four-foot shoulders available for bicycle and pedestrian traffic.
   Same as No. 3.

6. SW 65th Ave. - SW Capitol Hwy.
   Beaverton - Hillsdale Highway, Multnomah County
   Grading & Paving
   Existing multi-lane highway will be widen to provide four to six-foot shoulders and six-foot sidewalks. Shoulders will be designated as bike lanes.

7. Pine Grove Rock Production
   Wapinetia Highway, Wasco County
   Aggregate Crushing
   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Shaniko Rock Production
   Shaniko - Fossil Highway
   Aggregate Crushing
   Same as No. 7.

9. Hole In the Wall
   Baker-Copperfield Highway, Baker County
   Grading
   Slide Correction. Temporary alignment
   Bicycle trails and foot path will not be constructed at this time but may share roadway with traffic.

HSC/cm

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9920

Mai 14-1-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-15(12) Kla R. Sp.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-11-84

4. PROGRAM NO.

5. ITEM NO. 20087

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

orig w/ att. to 10/18

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 10/10/84

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION:

Klamath River (Keno) Bridge #00986-021-05010 Section

11. GENERAL DESCRIPTION OF WORK

Grade, Pave and Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ xx CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ xx OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 9/14/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 10/8/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,883,372; Federal Funds $1,506,697.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE 10/16/84

15. SIGNATURE OF APPROVING OFFICIAL D K H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9720

[illegible]
Klamath
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 13, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: EXECUTIVE DEPARTMENT
FEDERAL-AID COORDINATION UNIT

ORIGINAL SIGNED
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Federal-Aid Funding Application

I am submitting one copy of the completed application for Federal-Aid funding of the following:

ITEM NO.	PROJECT NO.	SECTION NAME & PNRS NO.
20087	BRF-15(12)	Klamath River (Keno) Bridge #OR 820317-045-2

DRH:pf
Enclosure

cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

[illegible]

Mai 14-1-1
Klamath
R.
Br.

NOTED
E. S. HUNTER

September 13, 1984

Mr. John Ketchum
Keno Fire District
PO Box 110
Keno, OR 97627

Water Line Conflict
Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County
Project No. BRF-15(8)

Dear Mr. Ketchum:

Reference is made to my letter of September 7, 1984, which set forth a revised list of conflicts with the proposed construction project. The location of one of the listed conflicts was in error.

The correct location for the conflicting fire hydrant and valve is;

26' Right of Station 1844+85.

All other portions of my letter of September 7, 1984, remain as written.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC/nv
bc: D. E. Wilken, FHWA
~~E.~~ S. Hunter
J. H. Versteeg (2)
Gary Inloes
Dale D. Allen
Jerry Thackery
R. O. Havig

RECEIVED
STATE HWY ENGR
SEP 13 '84
REFER TO
FOR
Info [illegible] R/D [illegible] Sign [illegible] File

RECEIVED
STATE HWY ENGR
AUG 15 '84
REFER TO
FOR
Info	Inves	R/D	D/R	Sign	Act	File

August 14, 1984

Mr. John Ketchum
Keno Fire District
PO Box 110
Keno, Oregon 97627

Water Line Conflict
Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County
Project No. BRF-15(8)

Dear Mr. Ketchum:

Bids will be received by the Oregon Transportation Commission on the above-titled highway project on February 28, 1985. An 8-inch water main located southerly of the Klamath River Bridge between highway Stations 1846+00 and 1846+67±, owned by your District, conflicts with the construction of a proposed concrete retaining wall and must be relocated.

Attached is a sketch showing the locations of the existing 8-inch water main and the proposed concrete retaining wall. Your water line is located on State highway right of way, therefore, the cost of adjustment or relocation is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated June 28, 1973.

I have shown in red on the attached sketch the proposed location for relocating the 8-inch water main. It is my understanding that the District does not have sufficient funds at this time to relocate the conflicting 8-inch water main. The Highway Division could include the relocation of the conflicting 8-inch water main as part of its highway construction project. The Highway Division and the District could enter into an agreement for the repayment to the State of the relocation costs.

Please review the attached sketch and advise as to whether or not the District wishes the Highway Division to include the relocation of the conflicting water main as part of its highway construction project.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC/nv
Attachment
cc: R. O. Havig Region 4 Utility Specialist -w/att.

bc:	
D. E. Wilken - FHWA	Gary Inloes
E. S.Hunter	Dale D. Allen
J. H. Versteeg (2)	Barry Hatcher

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-15(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20087

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STAT HWY ENGR
JUL 31 '84
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE 7/27/84

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION:

Klamath River (Keno) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 7/25/84 I approve the program change adding "Right-of-Way Acquisition" to the character of proposed work and you are authorized to proceed with all phases of right-of-way acquisition for files 53921, 53922 and 53923 at a TEC of $13,000; Federal Fund $10,400 as shown on R/W map 9B-23-27.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 7/27/84

15. SIGNATURE OF APPROVING OFFICIAL John D Wicken

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

NH [illegible]
Klamath R.
S.P.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 25, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20087
Project No. BRF-15(8)
Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County

I request your approval of a program change on the subject project to include in the character of proposed work "Right of Way Acquisition", at an estimated total cost of $13,000 with federal funds of $10,400. The right of way to be acquired consists of temporary and permanent easements and does not involve any relocation assistance.

I further request authorization to proceed with the actual acquisition of the property interests as outlined in red on the enclosed copy of map No. 9B-23-27.

CL:bkb
Enc.
cc: J. Boyd
D. Aman
General Files

Form 734-3122

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: July 18, 1984

Donald C. Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Klamath River (Keno) Bridge
Section
Green Springs Highway
Klamath County
BRF-15(8)

We have received three files on the above HBR project that is scheduled for a November 15, 1984 letting. The acquisition of this right-of-way is estimated at $13,000.00 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers files 53921 through 53923 as shown on map 9B-23-27.

DA:jr
attach.

PROGRAM SECTION
JUL 19 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one R/D D/R
Act Disc Info File

81-125-1367

Contains Recycled Materials

7730 21 N

ROAD DESIGN SECTION 378-6558 ROW 8-1

J. B. Boyd, Manager
Right of Way Section

June 29, 1984

J. H. Versteeg
Road Design Engineer

Files 53921, 53922 & 53923
Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County

Attached are descriptions (3 files), an authorization and right of way prints covering right of way required for the subject project.

ORIGINAL SIGNED BY
By: G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

MH 14-1-1
Kla River
Br

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
986A

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
JUN 28 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: Dale Wilken
Division Administrator
Federal Highway Administration

June 26, 1984

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

NOTED
E. S. HUNTER

SUBJECT: Klamath River (Keno)Bridge
Klamath River (Keno) Bridge Section
Greensprings Highway
Klamath County
Bridge 986A

Enclosed are two reduced prints of Drawings 39506 and 39057 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the Foundation Report which has the Hydraulic Report in the Appendix.

The new centerline will be moved easterly about six feet from the existing centerline to avoid a right-of-way conflict with the Keno store. The grade was established to provide the same vertical clearance as the existing bridge. The 40-foot roadway is in agreement with the request made by your letter of July 7, 1983. The six-foot sidewalk will be on the downstream side and is adequate to provide for the expected pedestrian traffic. The length of the proposed bridge is about the same as the existing and spans the Klamath River from bank to bank.

A detour structure will be required to handle traffic during construction and will be on the upstream side of the bridge. The detour bridge will provide for two lanes of traffic plus pedestrians and will allow boat travel underneath.

Three alternates were studied for this site. The options and the estimated costs are listed below:

Option	Preliminary Estimate
1. Prestressed beams 4 span	$1,400,000
2. Prestressed beams 3 span	1,440,000
3. Steel beams 3 span	1,590,000

Form 734-3122

The estimates are based on approximate quantities and include an allowance for engineering and contingencies. Also included in the estimate is $96,000 for removing the existing structure and $400,000 for the detour bridge.

We have selected the four-span prestressed beam option which has the least depth and will not require as much increase in grade as the three-span option. Both options are about the same cost.

We request your approval of our preliminary plan.

Encl.

~~cc E. S.~~ Hunter
Gary Potter
Don Adams /w/ 1 set
Dale Allen /w/ 1 set
Cam Gilmour /w/ 1 set
John Grossman /w/ 1 set

9720

21

STATE OF OREGON

INTEROFFICE MEMO

TO: Rod Henry, Assistant
Right of Way Manager

DATE: June 12, 1984

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Klamath River (Keno) Bridge
Section
Green Springs Highway
BR 986A

Please maintain a close watch on this particular project. We must advance it in order to insure obligation HBR funds. The temporary easements for detour should be obtained by sketch or lease, which would not require all the effort in descriptions, maps, etc. This would accomplish the work legally and still keep the project on track.

JBB:jh

cc: J. H. Versteeg
Walt Hart
Harold Brainerd

1 Versteeg N
Anderson
2 Adams
AHB 4 Macnab M
5 Edwards E
Terpin
Trout
3 [illegible]

RECEIVED
JUN 12 1984
ROAD DESIGN SECTION

Do: [illegible] File
Return [illegible]
Bring up [illegible]
Action

81-125-1367

97

MA 14-1-1
Klamath

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. D. Allen, Region 4 Engineer
J. H. Versteeg, Road Design Engineer
J. B. Boyd, Manager, Right of Way

DATE: June 11, 1984 DES 23
986A

ORIGINAL SIGNED
WALTER J. HART

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Klamath River (Keno) Bridge Section
Green Springs Highway
BR 986A

NOTED
E. S. HUNTER

The current schedule of contract lettings shows the Keno Bridge contract for a March 1985 bid letting. The control has been Right of Way. A shift in alignment has been proposed that would keep the new bridge and approaches within the existing right of way. Temporary easements will be required for the detour. It would appear that with the change in right-of-way requirements that the project can be advanced to October or November 1984.

It is important to PS & E this project prior to October 1 in order to obligate HBR Funds. Please keep me advised of any problems in meeting a September PS & E date.

WJH:jrb

cc: ✓ E. S. Hunter
Gary Potter

RECEIVED
TECHNICAL SERVICES
JUN 11 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Appr	File

9920

21

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Klamath Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Klamath River (Keno) Bridge

REGION: 4

Grn Spgs Hwy #21

SURVEY AUTHORITY

AUTHORIZATION NO.: 4

PREFIX: 18-1375

DATE: 11-29-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 16,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		2,600	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		8,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		30,000	921 SPECIFICA-TIONS		3,300	938 REGION ENVIRONMENT		500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		3,000	923 ENVIRONMENTAL SECTION		15,500	950 TRAINING		500
910 REGION GEOLOGIST		5,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE		500	926 FOUNDATION		4,000	980 PUBLIC HEARING		5,300
913 RIGHT-OF-WAY LIAISON		2,000	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 101,900
PREVIOUS AUTHORIZATION		$ 53,600
ADD. AUTH. REQUIRED		$ 48,300

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BRF-15(8)

LOCATION ENGINEER'S REMARKS

Project now approved through PS & E.

1 Versteeg
Cy Anderson
Cy ~~Adams~~ Bud
Cy Macnab
2 Edwards E
Turpin
3 Trout
Cy Wakerlig

RECEIVED
MAR 1 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Bring. up

PREPARED BY Donald Berg, Cost & Records Spec	DATE 11/29/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Dennis E. Schwartz	DATE 12/12/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 5-20-82 6-24-83 11-10-83	

734-1914 (7-82)

MAI 14-1-1

, nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-15(8) Klamath K.

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20087

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-10-83

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION: KLAMATH RIVER (KENO) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK: PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's November 9, 1983 letter, you are now authorized to proceed with PS&E preparation for the subject project at a TEC of $48,300; FF $38,640. FONSI adopted November 10, 1983.

(P.E. total TEC $101,900; FF $81,520)

RECEIVED
STATE HWY ENGR
NOV 22 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to

14. DATE 11-10-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible]

MA 14-1-1
Klamath R.

# FEDERAL HIGHWAY ADMINISTRATION
# FINDING OF NO SIGNIFICANT IMPACT
for
OREGON PROJECT BRF-15(8)
KLAMATH RIVER (KENO) BRIDGE REPLACEMENT
GREEN SPRINGS HIGHWAY
KLAMATH COUNTY

The FHWA has determined that this project will not have a significant impact on the human environment. This finding is based on the attached environmental assessment which has been independently reviewed by the FHWA and found to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

11-10-83
Date

Ernest J. Valach

Ernest J. Valach
Program Development Engineer
Oregon Division - Salem, Oregon

TABLE OF CONTENTS

Page

PREFACE ii

DESCRIPTION OF THE PROPOSED ACTION 1

NEED 1

ALTERNATIVES CONSIDERED 2

SELECTED ALTERNATIVE 4

IMPACTS 4
  Geology 4
  Water Quality 4
  Wetlands and Aquatic Biology 5
  Measures to Minimize Harm 7
  Traffic 7
  Land Use 7
  Right-of-Way 8
  Economics 9
  Navigability 10
  Cultural Resources 11
  Air Quality 13
  Noise 15
    Construction Noise Analysis 16

COMMENTS AND COORDINATION 19

APPENDIX A 22

LIST OF FIGURES

Number	Title	Following Page
1	Project Vicinity	2
2	Keno River Bridge Replacement	2
3	Deterioration of Bridge Replacement	2
4	Alternative 1	2
5	Alternative 2	2
6	Replacement in Kind	4
7	Precast Beam	4
8	Existing Land Use	8
9	Land Uses	8
10	Land Uses	8
11	Noise Abatement Criteria	16

Preface

The Revised Environmental Assessment includes all the information in the Environmental Assessment as it was reviewed by the public and other agencies, plus additional information specifically describing the Selected Alternative and the comments received during the review period.

The information which has been added to the environmental assessment is identified by a broad vertical line at the right hand margin of the page. In the case of this particular document, the additions are limited to the SELECTED ALTERNATIVE on page 4, and COMMENTS AND COORDINATION on pages 20-21.

Appendix A contains the two letters received during the public and agency review period of the environmental assessment, in addition to the letters contained in the environmental assessment at first printing.

Klamath River (Keno) Bridge
Klamath County

DESCRIPTION OF THE PROPOSED ACTION

The proposed project is to replace the Klamath River (Keno) Bridge at Keno, Oregon. The bridge is located on Highway 66, the Green Springs Highway (see Figures 1 and 2). This highway is the main east-west route between Ashland and Klamath Falls. The project begins at Mile Point 50 and is two tenths of a mile in length.

NEED

The Keno Bridge is a through deck arch bridge constructed in 1931. The concrete of this bridge has constantly deteriorated since its early days (see Figure 3). In 1934 and 1935, scaling and cracking was apparent in the deck, sidewalk, curb, and roadway slab surface. In 1937, arch rib scaling was patched. More patching and waterproofing of the structure were done in 1940. Major repair of the arches was done in 1973.

Today the arches are in worse shape than in 1973. When patched, the old concrete underneath continues to deteriorate. Concrete deterioration of the deck under the blacktop is causing potholes which cannot be repaired, and the bridge has deteriorated to a point that it cannot be adequately maintained. It is becoming unsafe.

ALTERNATIVES CONSIDERED

Two alternatives are under consideration for this project. One alternative is an arch design, the other is a deck girder design.

Both alternatives will have a structure approximately 370-feet in length and a 40-foot roadway striped for two 12-foot travel lanes and two 8-foot shoulders. A 6-foot pedestrian sidewalk-bicycle path will be included on the downstream side of the structure. To keep the roadway on its present alignment, both alternatives will include a detour structure for use during construction of the new bridge.

Figures 4 and 5 show the two design alternatives. Alternative 1 is a three span arch bridge. Alternative 2 is a beam deck girder bridge.

The bridge will most likely be constructed of precast concrete, unless it is determined at the time of construction that steel is cheaper, in which case this material will be specified in the construction contract.

Alternative 3, the No-Build Alternative, consists of maintaining the existing bridge. Since the existing structure cannot be adequately maintained and is becoming unsafe, it is not considered a practical alternative.

This bridge replacement is estimated to cost between 1.6 million and 1.9 million dollars.

During the course of project development, two other alternatives were examined and dropped from further consideration. One of the alternatives considered was replacement in kind of the existing structure (Figure 6). There were two reasons for dropping this alternative. The roadway of this structure would have been 24-feet wide with two 12-foot travel lanes and no shoulders. This is an inadequate width by today's standards. Secondly, this alternative

FIGURE 1
PROJECT VICINITY
KLAMATH COUNTY, OREGON

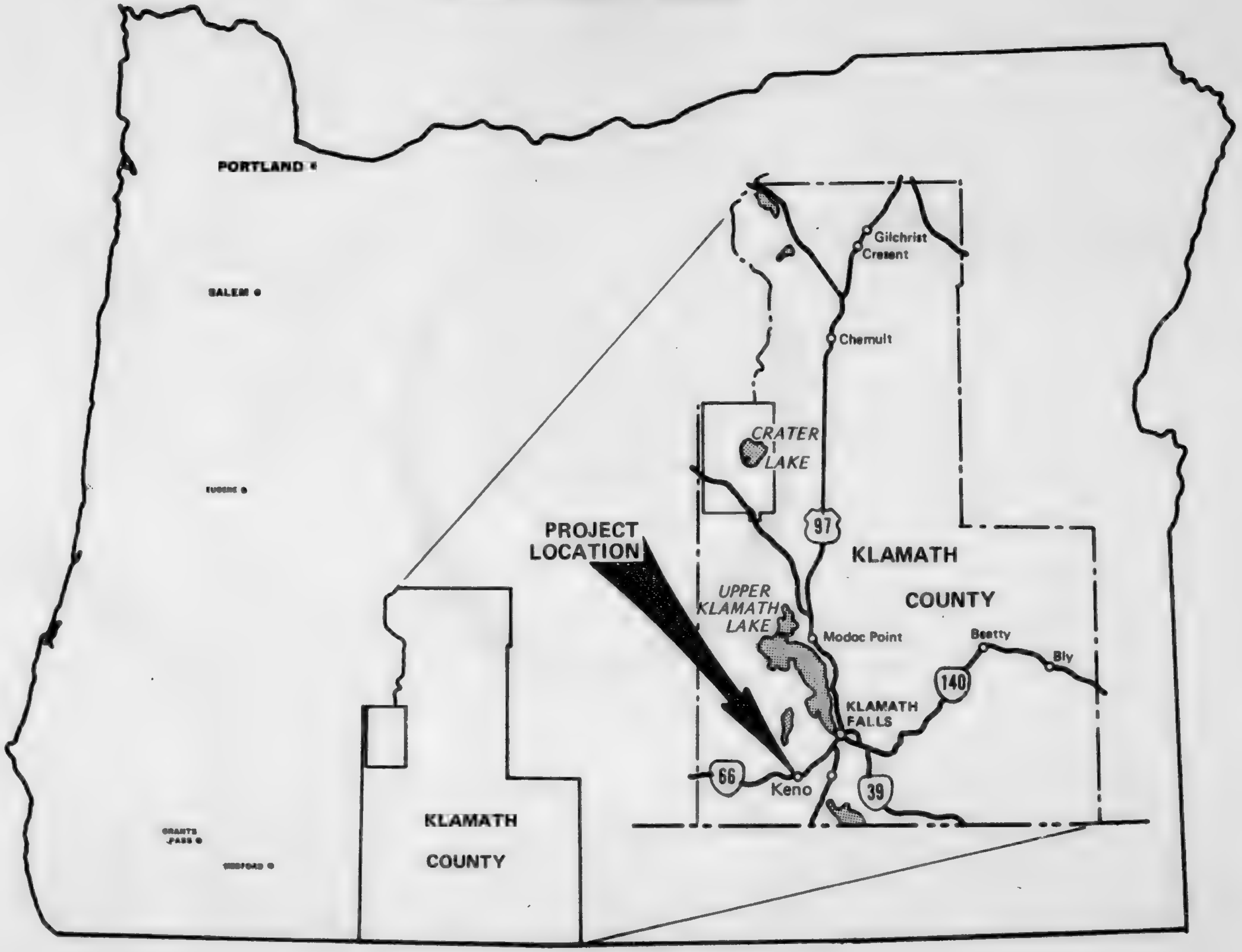

PORTLAND
SALEM
EUGENE
GRANTS PASS
MEDFORD
KLAMATH COUNTY
Gilchrist
Cresent
Chemult
CRATER LAKE
97
KLAMATH COUNTY
PROJECT LOCATION
UPPER KLAMATH LAKE
Modoc Point
Beatty
Bly
140
KLAMATH FALLS
66
Keno
39

FIGURE 2

KENO RIVER BRIDGE REPLACEMENT

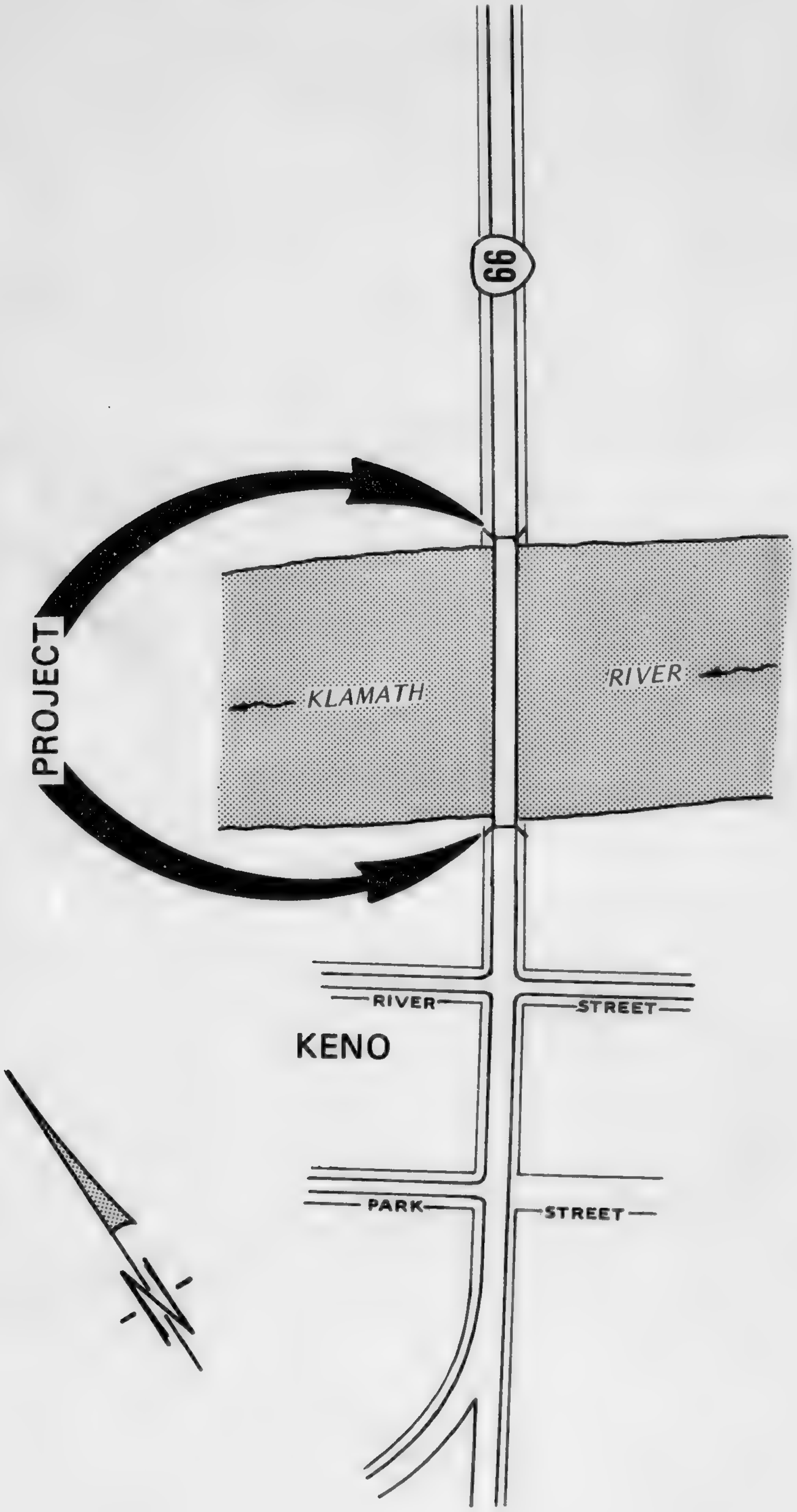
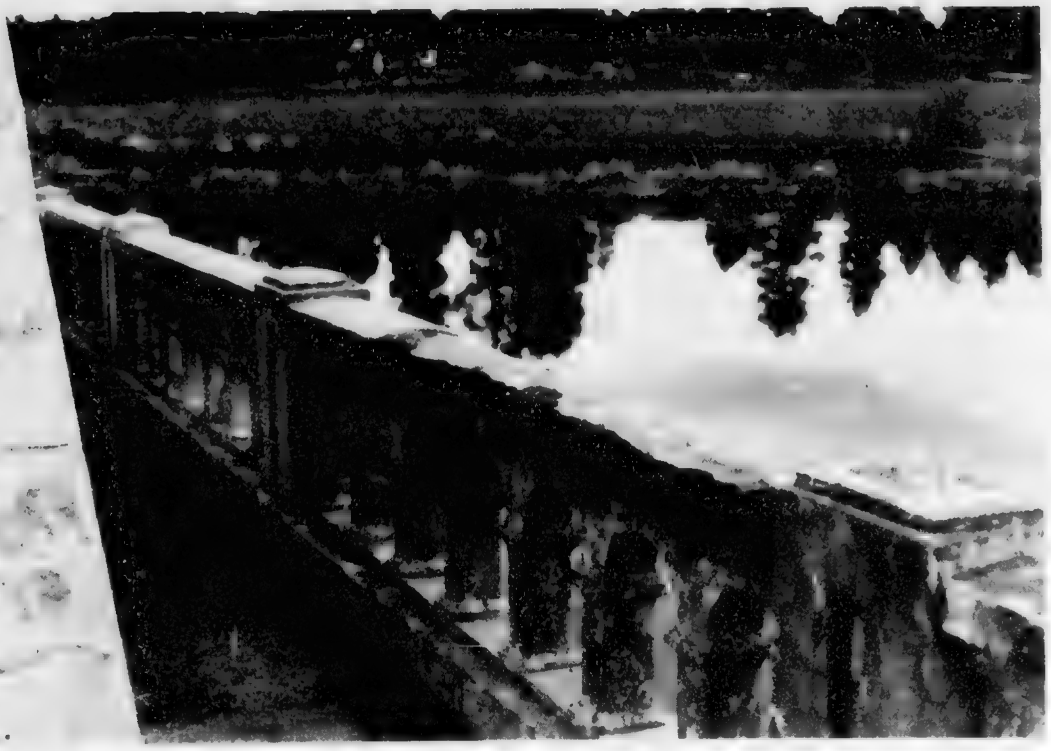
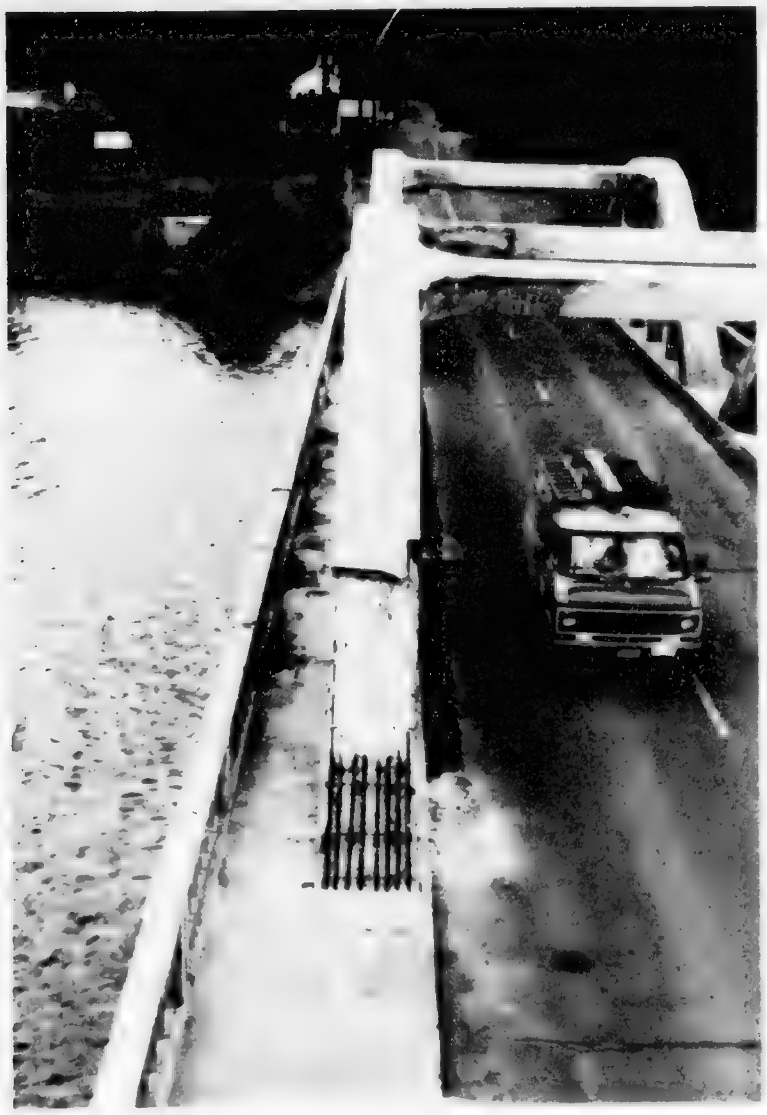

66
PROJECT
KLAMATH
RIVER
RIVER
STREET
KENO
PARK
STREET
N

FIGURE 3





DETERIORATION
OF
EXISTING BRIDGE

FIGURE 4
ALTERNATIVE 1
THREE SPAN ARCH BRIDGE

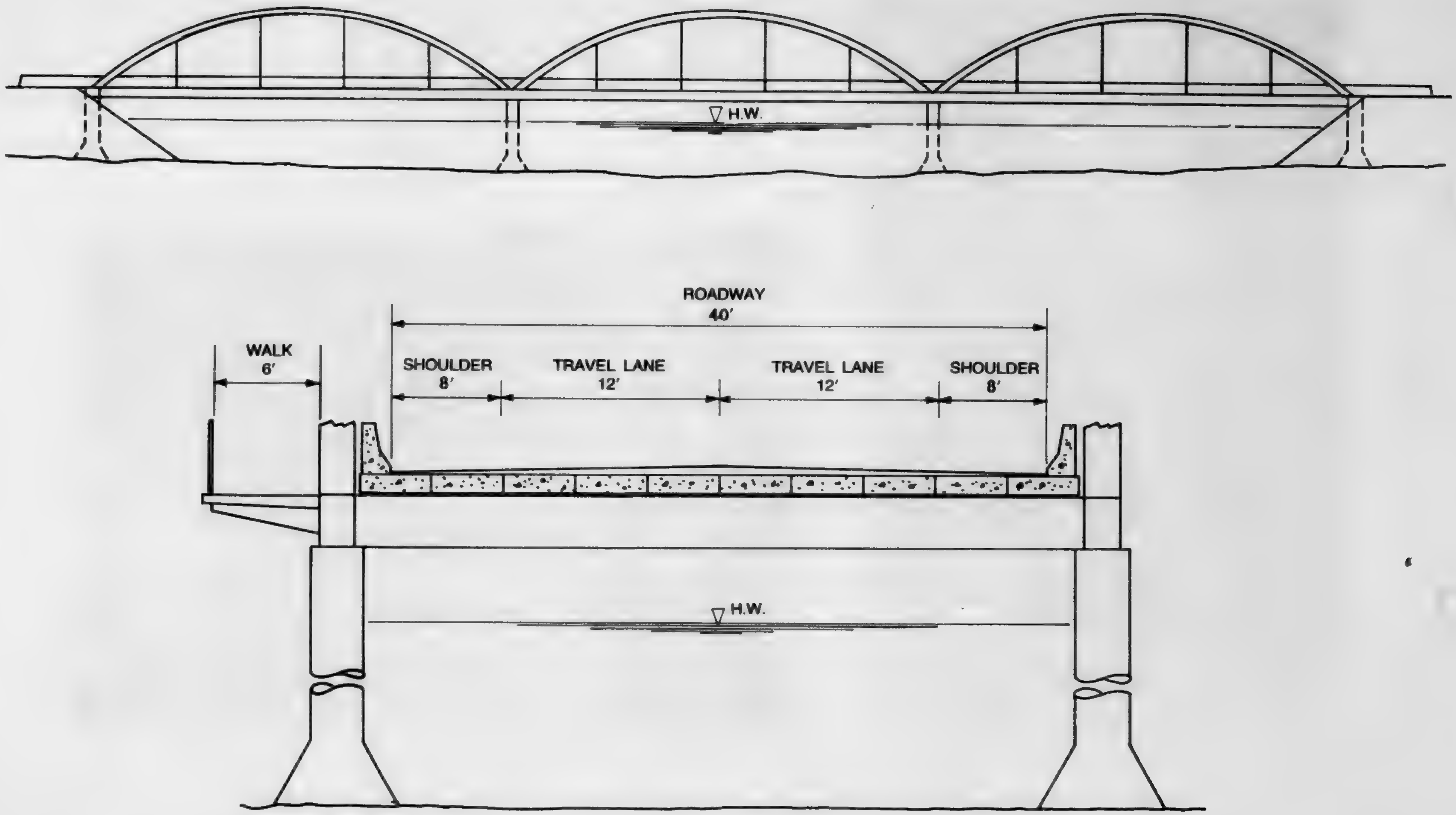
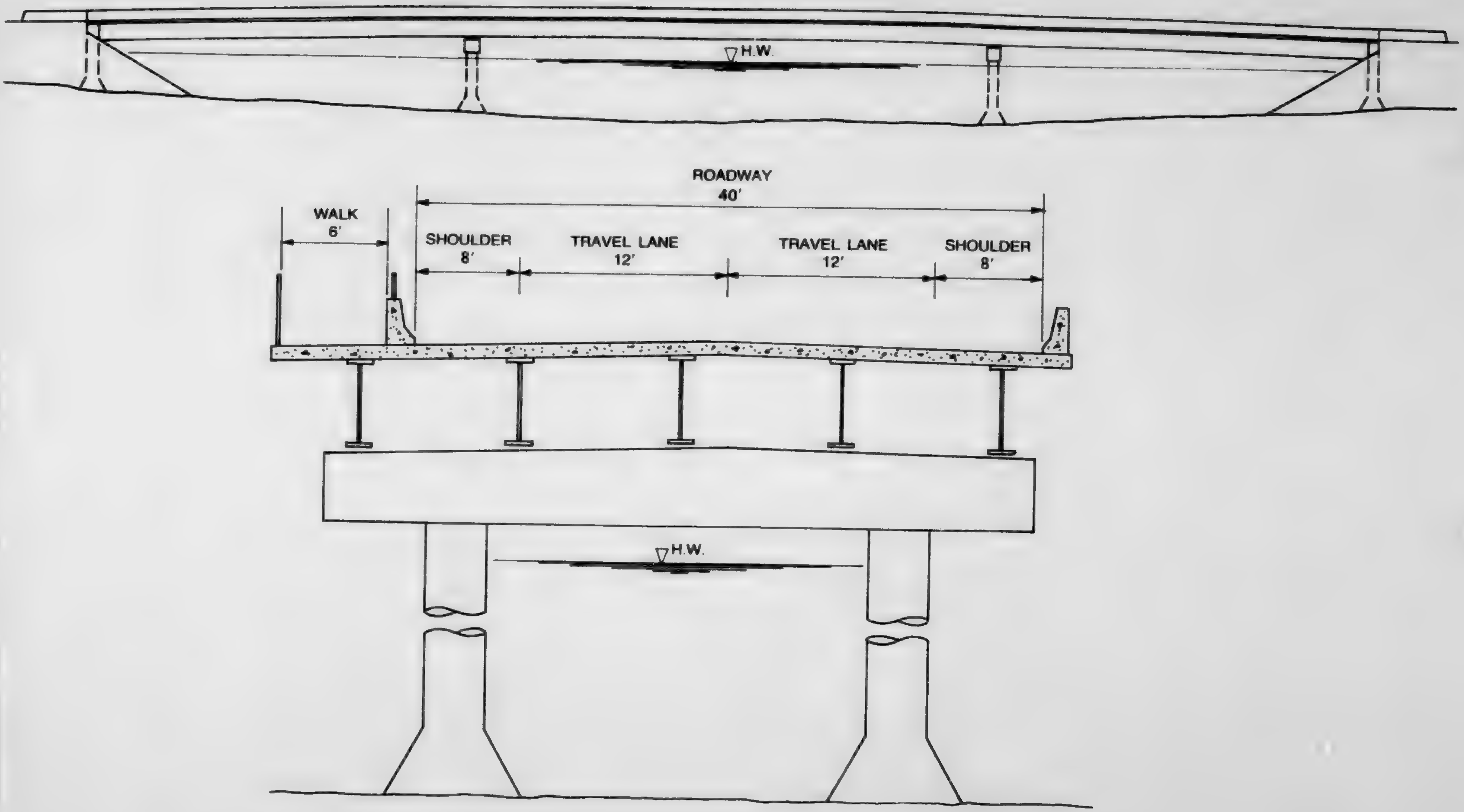

H.W.
ROADWAY
40′
WALK
6′
SHOULDER
8′
TRAVEL LANE
12′
TRAVEL LANE
12′
SHOULDER
8′
H.W.

FIGURE 5
ALTERNATIVE 2
BEAM DECK GIRDER BRIDGE


H.W.
ROADWAY
40'
WALK
6'
SHOULDER
8'
TRAVEL LANE
12'
TRAVEL LANE
12'
SHOULDER
8'
H.W.

would have been approximately $100,000 more costly than Alternative 1, the more expensive build option.

Also dropped from further consideration was a precast concrete deck girder bridge with more bridge supports (Figure 7). Greater construction difficulty and expense over Alternative 2 led to the dismissal of this alternative.

One other design consideration was examined and then dropped. This was to realign the existing roadway and construct the bridge on a new alignment. This would have eliminated the need for a detour structure.

The detour structure will add approximately $370,000 to the cost of the proposed bridge replacement. By realigning the road with a double reversing curve and maintaining traffic on the existing structure during construction, a deck girder bridge could be constructed without the added cost of the detour structure. However, a curved structure would cost more to construct and grading costs would increase. The net savings of a curved bridge with no detour over a streight bridge with a detour structure would be $80,000, exclusive of right-of-way costs. With the inclusion of right-of-way costs, there are no net savings.

Construction on the existing alignment will require only a 2-year temporary detour easement costing $5,000 to $10,000, while construction on a new alignment would have required right-of-way acquisition in fee. Total additional costs for right-of-way on a new alignment are $80,000 to $100,000 over the cost of temporary easements with the existing alignment. Therefore, there are no cost savings with a curved structure, and since it is more desirable from a traffic standpoint to use the existing straight alignment, the option of realigning the roadway has been dropped. The new bridge will be constructed on the existing alignment, with traffic routed to a detour structure during construction.

SELECTED ALTERNATIVE

Based upon public testimony received at the public meeting held on May 19, 1983, in which there was general opposition to the construction of an arch design for safety reasons, Alternative 2, the beam deck girder bridge has been selected as the build alternative. This is the alternative described on page 2 of the environmental assessment.

IMPACTS

Geology

The bridge is located near the headwaters area of the Klamath River and just within the west boundary of former Lower Klamath Lake, now dried up. The lake bed sediments at the bridge site are thin and consist of two to three feet of sand and silt. Gravels have been deposited by the Klamath River.

The bridge piers are on spread footings on basalt bedrock. Piers for the new bridge will be placed on the same basalt bedrock. As a result, no geological impacts are anticipated from project construction.

Water Quality

The waters in the vicinity of Keno Bridge have a permanent residence of warm water panfish (bass, crappie, etc.). This section of the river contains large amounts of algae and sediment, especially during the summer months. A permanent population of rainbow trout exist downstream from Keno Dam, a half mile from the project. During late winter and early spring, these

FIGURE 6
REPLACEMENT IN KIND
NOT ADVANCED

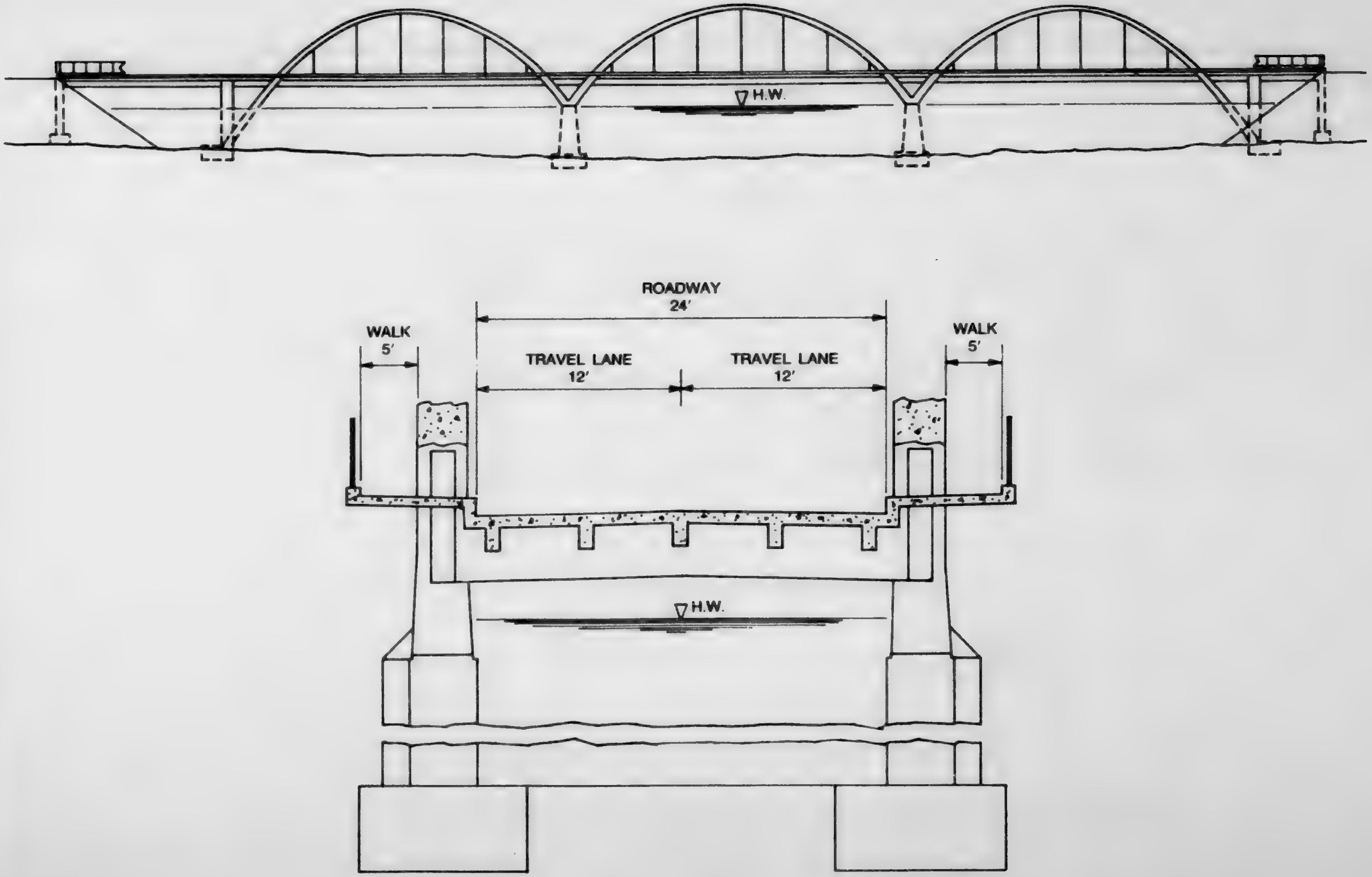
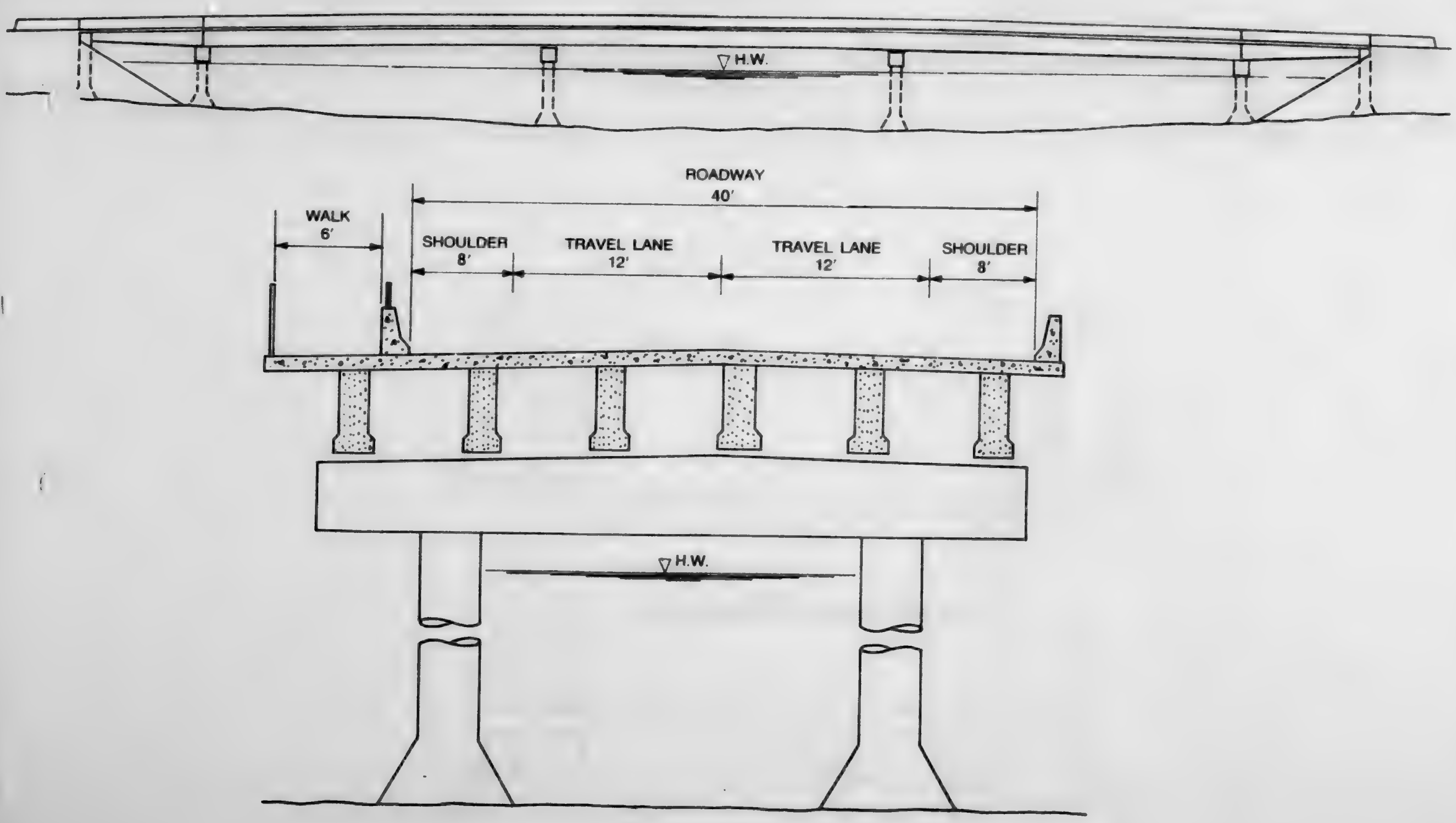

H.W.
ROADWAY
24'
WALK
5'
TRAVEL LANE
12'
TRAVEL LANE
12'
WALK
5'
H.W.

FIGURE 7
PRECAST BEAM
NOT ADVANCED


H.W.
ROADWAY
40'
WALK
6'
SHOULDER
8'
TRAVEL LANE
12'
TRAVEL LANE
12'
SHOULDER
8'
H.W.

fish move up and downstream, using fish ladders at the dam, past the project area. These trout are in the area only during late winter and spring.

There will be very little disturbance to the water quality during construction. All precautions necessary will be taken. Construction will be scheduled during periods of least impact on the fish population. Specific mitigation measures are discussed in the wetlands section.

The Klamath Falls office of the Oregon Department of Fish and Wildlife does not expect any significant fisheries impacts from the project. They do not anticipate any major adverse effects to fish and wildlife if the project is advanced. Their only concern is for trout during their migration period. Project work will not be scheduled for that time. See Measures to Minimize Harm, page 7.

Wetlands and Aquatic Biology

The two kinds of wetland found in or near the project are river channels and scrub swamp. The parts of the Klamath River near the banks are classed as wetlands, wherever the depth is less than 2 meters (6' 7"). This is based on the U.S. Fish and Wildlife Service (USFWS) system of wetland classification. These shallow water wetland strips are approximately 10 to 15 feet wide, on either side of the river, and they usually have no vegetation. Because of fishing, boating, and seasonal trout migration, the Klamath River wetlands have moderate value. The main function of the river, however, is as the major drainage system in the area. The wetland classification according to the USFWS is: riverine, lower perennial, unconsolidated/rock bottom.

Scrub swamps are also present, generally as narrow streambank strips of small willows. In areas where there is more level land near the river, the swamp extends 100 feet or more from it. This occurs a few hundred feet southeast of the project. Because of regulated flow, the swamps play no role in flood control, but they serve as cover for birds and small mammals. In comparison with other wetlands, the overall value is fairly low. According to the USFWS classification, these wetlands are: palustrine, scrub/shrub wetland, broad-leaved deciduous, saturated, with the dominant species being Salix.

Direct impacts will occur only if supports for the wooden detour bridge are placed in shallow water. Pilings, which have less impact, cannot be used on the rock bottom present at the project site. Rock cribs to support the trestle will probably occupy less than 0.02 acre of river channel wetland. This impact will be insignificant, being temporary and of small size. However, the trestles may not encroach upon wetlands at all.

Other wetland impacts occuring during construction are indirect. These involve a temporary increase of turbidity and siltation because of placement and removal of bridge supports, including construction and removal of the detour bridge, removal of the existing bridge, and construction of a new bridge. In addition, runoff from newly placed fill can contribute to stream turbidity. Because of control measures (to be mentioned later) during construction, these temporary increases in turbidity will be kept to a minimum.

The warm water fish present in the Klamath River will be somewhat disturbed during construction, but losses will be negligible. Blasting the piers of the old bridge, if required, could cause fish kill. Blasting will not be permitted during the migratory period of rainbow trout. Other construction activities may not affect fish at all. Impacts on migrating rainbow trout will be negligible, because of the timing of construction.

No long term impacts are expected from the project. Turbidity will return to normal levels, and fish habitat will recover from temporary disturbances at the bridge site. The replacement bridge will have no supports within wetlands.

Measures to Minimize Harm

Standard erosion control measures, such as seeding and planting, will be used during construction. Cofferdams will be used as necessary to reduce turbidity. The trout migration season will be avoided by doing in-water work during the periods recommended by the Oregon Department of Fish and Wildlife (ODFW). These periods are December 1 through January 31 and July 1 through September 30. No pollutants of any type will be allowed to enter the river (e.g., petroleum products, fresh concrete, preservatives, etc.). Soils disturbed will be stabilized and revegetated. All project debris will be removed from the stream.

Traffic

Existing traffic volumes on the Green Springs Highway at the Keno Bridge are 2,250 vehicles daily. This volume is predicted to increase to 3,700 vehicles daily in the year 2003. Traffic volumes will be the same with or without bridge replacement.

Land Use

Keno is located along the Klamath River approximately ten miles southwest of Klamath Falls on Highway 66. Much of the land surrounding it is used for farming and timber production or as open space. About 39% of the land around Keno is irrigated farmland, and almost 11% is in timber production by private commercial timber companies. Almost 40% of the land is Oregon State Forest and open space lands totalling almost 9,500 acres. All of these uses, including the Klamath River, total over 21,600 acres and represent about 92% of all land uses in and around Keno.

Single family residences and mobile homes represent the major forms of residential use in Keno. Commercial uses in Keno are general commercial and total about 28 acres. Industrial uses total 20 acres. Public and quasi-public land uses total about 53 acres. The Keno School covers almost 14 acres, and recreational areas cover approximately 33 acres.

Figures 8 through 10 shows land use in the project vicinity. Land use in the project vicinity includes four houses, two businesses, farm land, undeveloped parcels, and the Keno Fire Department pumping station.

Since the bridge will be replaced on the existing alignment, there will be no long term land use impacts. Temporary easements will be required for the detour structure, discussed below.

Goal 12: Transportation, of the Klamath County Comprehensive Plan, encourages a safe, convenient, and economic transportation system. The project is consistent with this goal in that it replaces the existing structure with a safer, wider facility that will also have lower maintenance costs. The community of Keno is unincorporated and has no comprehensive plan.

Right-of-Way

The bridge replacement will result in no permanent right-of-way impacts to the town of Keno. The detour structure will require the acquisition

FIGURE 8

EXISTING LAND USE PROJECT AREA

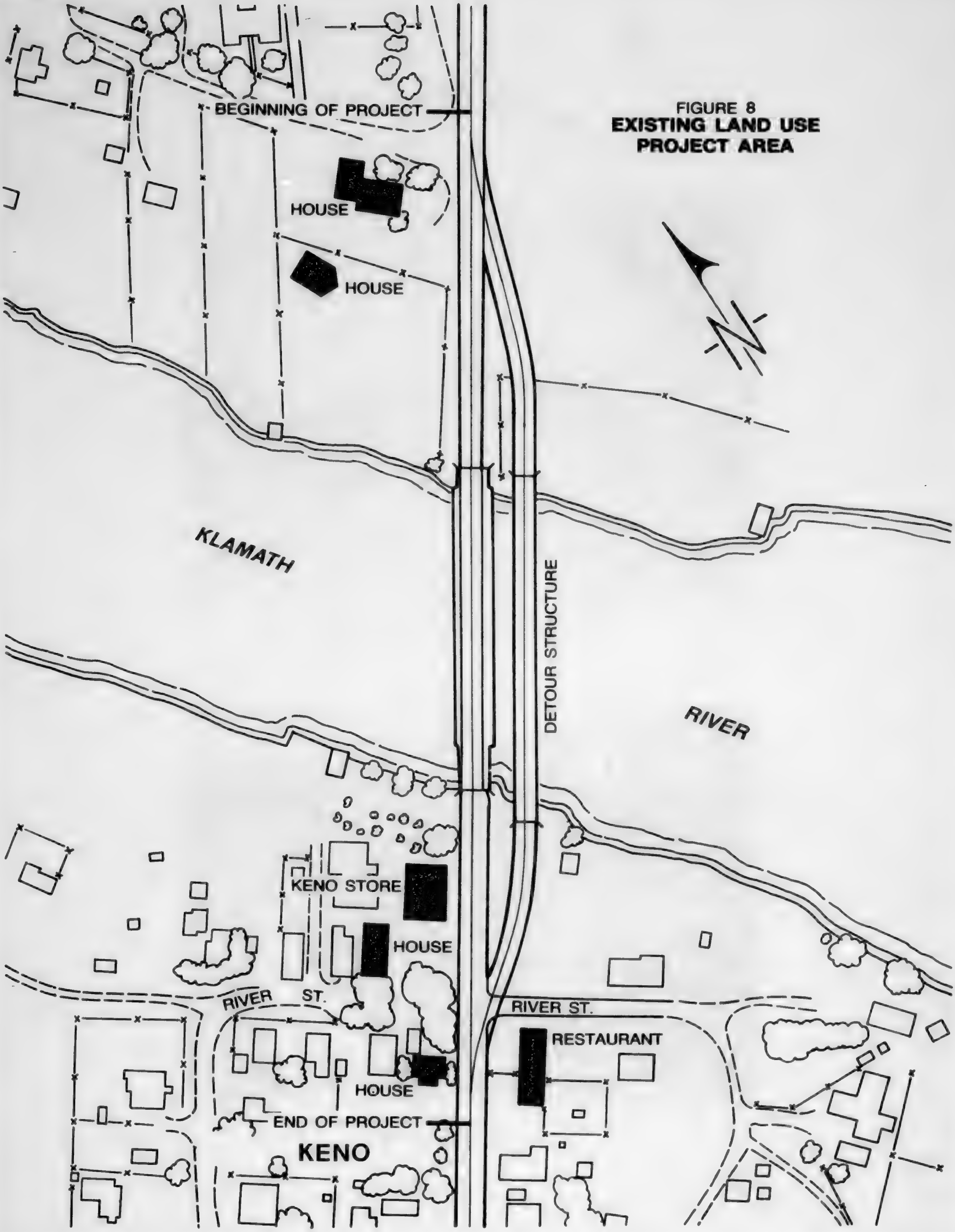
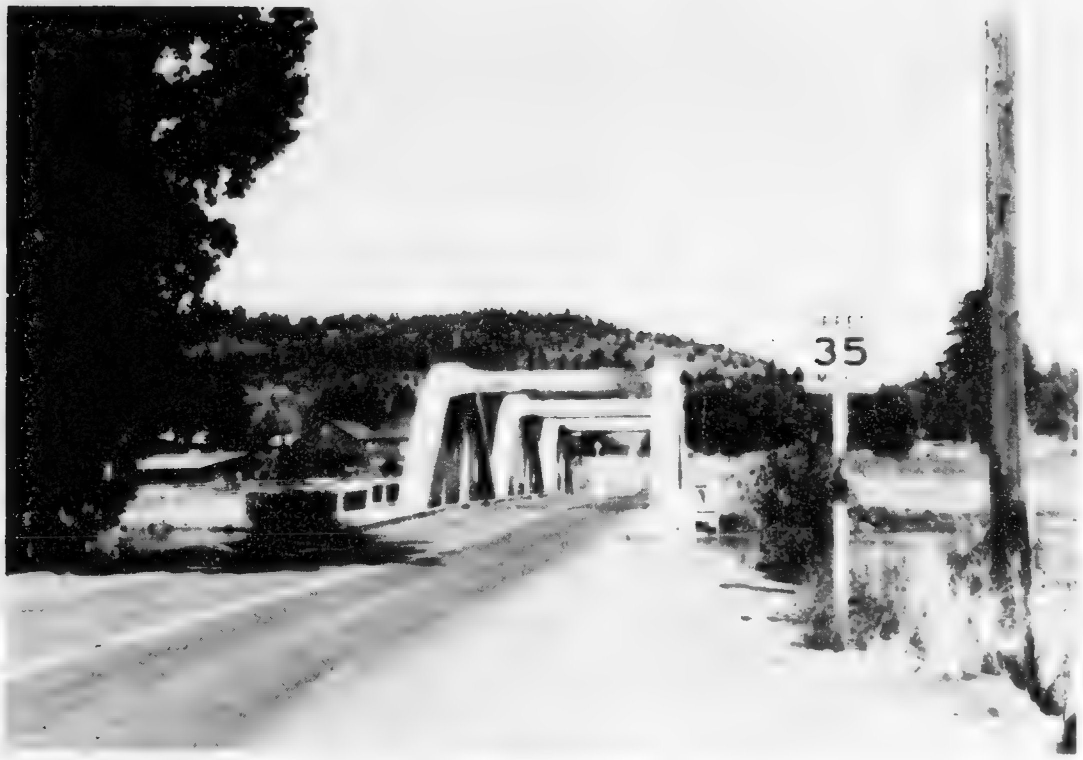

BEGINNING OF PROJECT
HOUSE
HOUSE
N
KLAMATH
DETOUR STRUCTURE
RIVER
KENO STORE
HOUSE
RIVER ST.
RIVER ST.
RESTAURANT
HOUSE
END OF PROJECT
KENO

FIGURE 9

LAND USES
PROJECT VICINITY



FACING NORTH
FROM SOUTH BRIDGE APPROACH

VACANT LOT
NORTHEAST QUADRANT

FIGURE 10
LAND USES
PROJECT VICINITY

PUMPHOUSE
SOUTHEAST QUADRANT

KENO STORE
SOUTHWEST QUADRANT

of a 2-year detour easement. This will consist of one parcel on the south side of the river and one on the north. The two parcels total slightly over one half acre. Total cost for the right-of-way easement is estimated at between $5,000 and $10,000.

The widened fill section at the south end of the structure will not require right-of-way because a retaining wall can be built to contain the fill within the existing right-of-way. No right-of-way will be required on the north end of the structure since the existing 80-foot right-of-way is sufficiently wide.

No businesses or residences will be displaced. The detour alignment will miss the Keno Fire Department pumping station. The project will result in no permanent damage to existing properties.

Economics

This project will have no long term impacts to the economy of Keno, because it simply replaces an existing bridge structure on the state highway.

The economy of Keno is primarily dependent upon farming and timber production of the adjacent lands in Klamath County. Irrigated farmland, private timber production, Oregon State Forest, and open space lands, discussed in Land Use above, are the primary sources of revenue in Klamath County. Keno is also attractive as a bedroom community to nearby Klamath Falls.

The project will save gasoline tax dollars over the years because of reduced maintenance costs. As discussed at the outset of this report, the present structure has presented serious and costly maintenance problems since the time of its construction. An estimate prepared in 1981 of the cost to repair present spalling and cracking in the structure totalled $504,000 with no guarantee that this would be a suitable structure after repairs were made. In addition, this would not solve similar problems below the top of the deck or the handrail.

A new structure is not anticipated to present the costly maintenance problems that this structure has had and is expected to result in cost savings for maintenance.

Constructing highway improvements involves several direct benefits for highway construction and other related industries, as payments made for wages and materials circulate through the economy. Both state and local economies are affected, and both reap economic benefits.

Navigability

Oregon Revised Statutes 274.029-034 directs the Division of State Lands to make a study of all of Oregon's waterways, and to make public their findings concerning the navigability of Oregon's waterways. In response, they have prepared the Klamath Basin Rivers Navigability Study which includes the Klamath River.

From the late 1800's to the early 1900's, the Klamath River supported steamboat traffic. One of the boats, the Mayflower, plied the Klamath River between Keno and Linkville. From 1909 to the present, the principal commercial use of the Klamath River has been for the transport of log rafts. Rafts were towed upriver from Keno until 1955. Because of this prior use of this portion of the river, the Division of State Lands considers the Klamath River navigable upstream of the Keno Bridge. They do not consider the river navigable downstream of the bridge to the Keno Dam. Therefore a Coast Guard Navigation Permit is not required.

This river is not listed in the U.S. Army Corps of Engineers compilation of navigable streams in Oregon. According to a representative of the Division of State Lands, the Corps has never made a declaration of navigability above the power dam, which is 1.5 miles below Keno. Below the dam, the river is considered non-navigable.

Replacement of the bridge will have no effect on the present or future navigability of the Klamath River. The present use is for loose log drives and the proposed structure will maintain the same clearances as the existing structure.

Pacific Power and Light maintains the power dam below the Keno Bridge. Water flow is controlled on the Klamath River. The bridge site is a point of constriction for water flow and the backwater situation is critical. The power company prefers that the new structure provide no more flow constriction than the present structure. The new bridge will be designed to cause no more flow constriction than the existing bridge.

Cultural Resources

The Keno Bridge is a reinforced concrete arch structure, designed and constructed (1930) by the State Highway Division. Conde B. McCullough, Oregon's renowned State Bridge Engineer, was the designer/supervisor. Because of the McCullough signature and his reputation for excellence in the arch bridge form, a comprehensive inventory of his arch bridges was initiated by the Oregon Department of Transportation. This inventory's goal was to establish the significance of this bridge in relation to the other existing

McCullough arch bridges. This study was conducted in September October 1982 in conjunction with the department's on-going Engineering Antiquities Inventory.

After an intensive evaluation of the bridge in context with all of the existing McCullough arch bridges, it was determined that the Klamath River (Keno) Bridge does not presently meet the eligibility criteria for the National Register. (See the SHPO opinion and the SHPO coordination letter in Appendix A.)

The bridge is determined presently ineligible for the National Register and not worthy of preservation consideration for the following reasons

1. Although a concrete arch bridge designed and constructed under the auspices of C.B. McCullough, the Klamath River (Keno) Bridge is not one of his earliest or best, not particularly innovative in form or construction, not of unusual size, nor unique in other features.
2. The bridge is only 52 years old, only two years older than the threshold for normal National Register eligibility.
3. The bridge is one of 33 McCullough arches, but does not embody the elaborate architectural treatment nor sensitivity to environment characterized by McCullough's better structure.
4. In configuration, size, and year of construction, this bridge is similar to the Rogue River Bridge (Caveman) at Grants Pass in Josephine County. The Rogue River Bridge better illustrates the creativity of the designer. The Keno Bridge is less important than several other three-span reinforced concrete bridges built by McCullough.
5. This bridge does not employ the tied arch concept, a technique introduced from Europe by McCullough and closely associated with McCullough's thru arch spans.

The Klamath River (Keno) Bridge is not now listed in any historic properties inventories, including those prepared by Klamath County nor does it appear in the Statewide Inventory.

The project area contains no archeological sites presently listed in or nominated to the National Register.

The build alternative will require only a temporary easement to build a detour bridge along side the existing bridge. The land affected by the project has already been disturbed by highway, utilities and drainage developments. Much of the land is submerged below the Klamath River. The project area contains little if any unmodified or undisturbed land capable of containing archeological materials or sites in their original strata of deposition. Any evidence of aboriginal habitation, if it existed, has most likely been obliterated.

Since the likelihood of finding undisturbed archeological sites or materials in context is minimal, no archeological reconnaissance survey is planned prior to construction of the highway project. The SHPO is in concurrence with that decision.

Air Quality

Historical air quality data indicates some problem with total suspended particulates (TSP) levels in the area, but the Department of Environmental Quality reports that these levels are attributable to windblown dust, as opposed to industrial or transportation related causes. Based on the low population and low amount of vehicle miles of travel (VMT) in Klamath County, no other air quality problems are believed to currently exist in the study area.

The Keno area is in an "Attainment Area" as categorized by the Clean Air Act Amendments of 1977, which indicates that pollutant levels are below air quality standards.

To assess and predict current and future air quality in the study area, motor vehicle emission factors were calculated, the critical years for the pollutants were determined, a total emissions analysis of the project area was undertaken, and an estimate of future carbon monoxide (CO) levels was made. The results of the air quality analysis and the predicted future CO levels indicate that no air quality problems are expected for the area in the future.

The critical year analysis indicates that the current year, 1982, reflects the worst-case conditions for the various pollutants, with emissions steadily decreasing in the future. Therefore, the air quality analysis was conducted for 1982 (current conditions), 1983 (year of construction), and 2003 (representative future year).

Carbon monoxide, reactive hydrocarbons, and nitrogen oxides are all predicted to be reduced in the future, primarily as a result of a reduction in vehicle emission rates as a result of the federal requirement. Ozone concentrations result from the reaction of reactive hydrocarbons and nitrogen oxides. Since both of these pollutants are predicted to decrease by 1983, there will be no ozone impacts in the project area. Total suspended particulates are in violation of federal standards due to windblown dust.

Vehicular contributions to particulates are slight in comparison to windblown dust and the project will have negligible impacts upon total suspended particulates.

Carbon monoxide emissions and total suspended particulates will be increased during the time of construction. To mitigate the increased TSP, dust palliatives, such as watering, may be required to control dust generation.

This project is in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of 23 CFR 770 do not apply.

Noise

Traffic noise predictions as required by the Federal Highway Administration must be considered according to two criteria in determining impacts. These are noise abatement criteria according to activity types (Figure 11) and the substantial noise increase criteria. An increase of 10 decibels is considered a substantial increase.

Both sets of criteria were considered in this report, and traffic noise predictions were made with the Federal Highway Administration noise prediction model (FHWA-RD-77-108).

Land use in the project vicinity (Figure 8) includes four houses, two businesses, farmland, and undeveloped parcels.

As shown in Table 1, existing noise levels are predicted to be Leq 61 dBA* at a distance of 50 ft. from road centerline. With or without replacement of the bridge, noise levels in the year 2003 are predicted to be Leq 64 dBA. This 3 dBA increase is due to normal traffic growth. The 3 dBA increase should just barely be noticed by most people.**

Table 1 also shows the distances from the Green Springs Highway of the exterior and interior noise abatement criteria for residences. None of the houses in the project study area are exposed to traffic noise that reach the applicable noise abatement criteria. In addition, none of the houses will be exposed to substantial (10 dBA) increases in traffic noise. Therefore, none of the properties in the project area will be impacted by significant noise increases.

Construction Noise Analysis

During construction of the new bridge, a detour will be located about 60 feet east of the present road alignment. Properties adjacent to the detour are not developed. Therefore, no noise problems are anticipated with use of this detour.

---

* The Leq descriptor is commonly used to measure or quantify sound. The Leq level is an equivalent continuous sound level which would contain the same sound energy as a time-varying sound of the same duration. The measurement units are decibels with an A-weighted frequency response (dBA). This measurement unit closely matches the hearing characteristics of the human ear.

** A sound level change of 3 dBA is usually assumed to be the smallest change readily noticeable by people. A 10 dBA change is usually perceived as a halving or a doubling of loudness.

FIGURE 11

NOISE ABATEMENT CRITERIA

Hourly A-Weighted Sound Level - decibels (dBA)

Activity Category	Design Noise Levels (Leq)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Table 1.

TABLE 1

Klamath River (Keno) Bridge
Green Springs Highway
Klamath County

PREDICTED TRAFFIC NOISE LEVELS

Road Section	Alternative	Year	Leq Level at 50 ft. from Road Centerline	Leq 67 dBA* Contour Distance From Center of Road	Leq 62 dBA Contour Distance From Center of Road
Green Springs Highway	Existing	1982	61 dBA	15 ft.	45 ft.
	No-Build	2003	64 dBA	25 ft.	75 ft.
	Build	2003	64 dBA	25 ft.	75 ft.
Detour		1983	62 dBA	15 ft.	50 ft.

* This is the exterior noise abatement level for residences, schools, churches and parks. This contour distance assumes no acoustic shielding from topography, vegetation, or buildings.

**This is the exterior level which corresponds to the interior noise abatement criteria (Leq 52 dBA) for residences, schools, and churches assuming open windows and a 10 dBA outside to inside noise reduction. This contour distance assumes no acoustic shielding from topography, vegetation, or buildings.

Areas adjacent to the right-of-way line will be exposed to high noise levels produced by equipment during construction. Although of a temporary nature, the additional noise can be quite annoying. Therefore, construction will be limited to daytime hours with no work on Sundays or legal holidays. This restriction will be included in the contract specifications. In addition, the contract specifications will include items on compliance with U.S. Environmental Protection Agency equipment noise standards, muffled exhaust, and added restrictions for pile driving or blasting operations.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10 00 p.m. and 6 00 a.m. on other days without the approval of the Project Manager.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
4. The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the Project Manager.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the project manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.
3. Schedule the noisy construction operations near the middle of the day.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

COMMENTS AND COORDINATION

The U.S. Fish and Wildlife Service sent a letter in February of 1983 stating that there are no threatened or endangered species either listed or proposed in the project area. The State Historic Preservation Office sent a letter in January 1983 concurring that the project will have no effect on properties listed in or eligible for inclusion in the National Register of Historic Places.

In December of 1982, the Oregon State Highway Division held a public meeting in the town of Keno to present bridge replacement alternatives. Those in attendance felt that restoration of the existing structure is not practical. Steel arch designs drew the least positive comment because of cost. Those attending had strong feelings that the structure should have at least one six foot sidewalk. People wanted the bridge to water clearance increased, but not to such an extent that the approach fills block the Keno Store entrance.

On May 19, 1983, a second public meeting was held in the town of Keno to discuss the project. All of the people at the meeting expressed strong opposition to construction of the arch design for safety reasons. They stated that children play on and around the existing arches and that a fatality occurred when a youngster darted out from behind an arch and was struck by a car. Several close calls of the same nature were also recounted. Most agreed that the arch was more pleasing to the eye, but did not want it due to safety and economic reasons. One local citizen stated that most people in Keno would have no preference as to whether the new structure were concrete or steel.

Discussion of the detour structure centered around the fact that it must be two lanes with a sidewalk or some provision for pedestrians. It must have a clear span to allow boat travel underneath, and this clearance must also be maintained on the new bridge.

In November of 1982, the state Historic Preservation Officer concurred with the Oregon State Highway Division in finding that the Keno River Bridge does not meet the criteria of the National Register on an individual basis.

The environmental assessment for this project was released for public and agency review on August 31, 1983. Included in the distribution were local organizations in Klamath County that had expressed, or might have an interest in the project. The local news media were also sent copies.

A legal notice was given to enable interested persons to request a hearing on the project. This notice appeared in the classified sections of the Keno Star, and the Herald and News, on August 31, 1983, and September 14, 1983. The Highway Division requested that a news item also be placed in the paper advising where the offical notice could be read.

On September 30, 1983, the 30-day period in which members of the public could request a hearing expired, with no requests for a hearing.

The U.S. Army Corps of Engineers sent a letter stating that the project will require Department of the Army authorization under Section 10 of the River and Harbor Act of 1899 and Section 404 of the Clean Water Act. A general permit will be requested on this project.

The Executive Department of the State of Oregon responded to the Environmental Assessment. They had sent the document to the appropriate state agencies for review. The state agencies reviewing the document indicated no concern with the proposed project.

One letter on the project was received from a private organization, the Oregon Preservation Resource Center, on August 30, 1983. They asked for a copy of The Arch Bridges of Conde B. McCullough in order for them to make, in their words, an educated opinion on the project. The Highway Division informed them that the document was not yet ready for publication and distribution. No further correspondence has been received from them.

Appendix A

VICTOR ATIYEH
GOVERNOR

Executive Department
155 COTTAGE STREET NE., SALEM, OREGON 97310

September 20, 1983

Campbell M. Gilmour, Manager
Oregon Department of Transportation
Highway Division
Transportation Division
Salem, OR 97310

SUBJECT: Klamath River (KENO) Bridge Replacement
PNRS #OR830829-042-4

Thank you for submitting the final Environmental Assessment for State of Oregon review and comment.

The draft was referred to the appropriate state agencies for review. The consensus among reviewing agencies was that the draft adequately described the environmental assessment of your proposal.

We will expect to receive copies of the final statement as required by Council of Environmental Quality Guidelines.

Sincerely,

INTERGOVERNMENTAL RELATIONS DIVISION

Dolores Streeter

Dolores Streeter
A-95 Coordinator

DS:bm

DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
211 MAIN STREET
SAN FRANCISCO, CALIFORNIA 94105

SPNPE-TE

To:

Environmental Section
Oregon State Highway Division
412 Transporation Building
Salem, OR 97310

October 7, 1983

Subject: Environmental Assessment Keno Bridge (BRF-15(8))

Your request for comments from this office was received on September 13, 1983 by your (letter) ~~(notice)~~ dated August 24, 1983.

( ) The proposed activity is an administrative action and therefore will not require Department of the Army authorization. However, any construction resulting from this action may require Department of the Army authorization. For additional information please contact our Regulatory Functions Branch at 415-974-0418.

(X) The proposed construction project XXXXX (will) XXXXXXXXXX require Department of the Army Authorization under Section 10 of the River and Harbor Act of 1899 and/or under Section 404 of the Clean Water Act. A copy of our pamphlet "U.S. Army Corps of Engineers Permit Program, A Guide for Applicants," (is inclosed). XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX XXXXXXXXXX For additional information please contact our Regulatory Functions Branch at 415-974-0418.

( ) The following Corps projects or studies may be impacted:

(X) Any impacts on wetlands, threatened or endangered species, other valuable fish and wildlife resources, or on cultural resources are among the important environmental considerations for all Corps permit applications. XXXXXX XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Questions concerning our environmental review can be referred to Mr. Rod Chisholm at 415-974-0444. Thank you for including us in your review process.

CF:
Proj Files EIR/884 Review
SPNPE Rdg
SPNCO-R
SPNPE-TH
SPNPE-TE Rdg
SPNPE-TE
XXXXXXX
XXXXXXXXXXX

Robert R Mooney
ROBERT R. MOONEY
Chief, Project Evaluation Section
Technical Support Branch

The Center

Oregon Preservation Resource Center

August 30, 1983

Mr. Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
412 Transportation Building
Salem, OR 97310

Dear Mr. Gilmour:

Thank you for the opportunity to comment upon the Environmental Assessment, Klamath River (Keno) Bridge, Green Springs Highway, Klamath County BRF-15(8). The Oregon Preservation Resource Center appreciates the strong working relationship being developed between our two offices.

In order that we may offer an educated opinion on the proposed Keno Bridge project, please send a copy of The Arch Bridges of Condo B. McCullough in Oregon to the Oregon Preservation Resource Center. If there are other relevant ODOT studies relevant to this bridge, such as an inventory of Oregon bridges, I would appreciate receiving them as well.

Thank you for your prompt attention.

Sincerely,

Eric L. Eisemann
Director

ELE/ef

[illegible] Northwest Second Avenue
Portland, Oregon 97209
503 243 1923

A project of the Junior League of Portland, and the Historic Preservation League of Oregon.

GHK / file 2-9-83
Xr's - acs Ray - 2
Pete - 2
Tom - 1

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Endangered Species
2625 Parkmont Lane S.W., B-2
Olympia, WA 98502

February 7, 1983

Mr.Pieter T. Dykman, Research Coordinator
Oregon Department of Transportation
Environmental Section
412 Transportation Section
Salem, Oregon 97310

Refer to: 1-3-83-SP-114-115

Dear Mr. Dykman:

This is in response to your letter, dated December 22, 1982, and received in this office January 7, 1983, for information on listed and proposed endangered and threatened species which may be present within the area of the proposed East McMinnville-Airport Road and Klamath River (Keno) Bridge #986 in Yamhill and Klamath Counties, respectively. Your request and this response are made pursuant to Section 7(c) of the Endangered Species Act of 1973, 16 U.S.C. 1531, et seq.

To the best of our present knowledge there are no listed or proposed species occurring within the area of the subject project. (See attachments) Should a species become officially listed or proposed before completion of your project, you will be required to reevaluate your agency's responsibilities under the Act. We appreciate your concern for endangered species and look forward to continued coordination with your agency.

Sincerely,

Jim A. Bottorff
Endangered Species Team Leader

Attachments

cc: RO (AFA-SE)
ES, Olympia
ODFW, Attn: Haight

RECEIVED
FEB 9 1983
Environmental Section

The Oregon Department of Fish and Wildlife has no objection to the replacement of the Klamath River (Keno) Bridge in Klamath County. Our district fish and wildlife biologists have been contacted about this proposed project and do not anticipate any significant environment conflicts if the following points are observed during construction:

1) Adequate measures should be taken to minimize turbidity which could arise during construction;

2) No pollutants of any type should be allowed to enter the river (i.e., petroleum products, fresh concrete, preservatives, etc.);

3) Soils disturbed by the project should be stabilized and revegetated;

4) All project debris should be removed from the stream; and,

5) Final planning and construction activities should be coordinated with Rod Ingram, district wildlife biologist, and John Fortune, district fish biologist, at Klamath Falls.

We appreciate the opportunity to review and comment on this project proposal.

cc: John Fortune/Rod Ingram

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

January 8, 1983

Pieter T. Dykman, Resource Coordinator
Environmental Section
Oregon State Highway Division
ODOT Building
Salem, OR 97310

RE: Klamath River Bridge
Green Springs Highway 21 (ORE 66)
Keno, Klamath County, Oregon

Dear Pieter:

Thank you for inviting our opinion of the effect of proposed replacement of the Klamath River Bridge at Keno in Klamath County, Oregon.

This will confirm that we have reviewed the cultural resources report pertaining to the property and we concur in your finding that the proposed project will have no effect upon properties listed in or eligible for inclusion in the National Register of Historic Places.

We note that, in the event of late discovery of archeological resources in the course of project construction, appropriate mitigation measures will be followed to insure proper identification, evaluation and disposition of the resources.

We appreciate the opportunity to offer our comments, and we hope they will be helpful.

Sincerely,

D. W. Powers, III
Deputy SHPO

DWP:LWP:kc

[illegible]

Mai 11-1-1
Klamath
R.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: November 9, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. L. [illegible]

From: Gary A. Potter, Manager
Program Section

Subject: Study Report
Item No. 20087
Project No. BRF-15(8)
Klamath Riv. (Keno) Br. Sec.
Green Springs Highway
Klamath County

Enclosed is a copy of the study report for the subject project to aid you in your evaluation to determine if the Finding-of-No-Significant-Impact (FONSI), when submitted, adequately addresses the proposed location/design.

I request authorization, upon approval of the FONSI, to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $48,300 with obligation of $38,640 in Federal funds.

JLG:bkb
Enc.

cc: Frank Terpin
Cam Gilmour
D.D. Allen (Region 4)
General Files

Form 734-3122

[illegible]
Klamath

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: ENV 3

October 31, 1983

NOTED
H.S. COULTER

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RE: Finding of No Significant Impact (FONSI)
Klamath River (Keno) Bridge Replacement
Green Springs Highway
Klamath County
BRF-15(8)

Dear Mr. Wilken:

Enclosed is the Environmental Assessment previously approved for the subject project. It has been reviewed to reflect input received during the public and agency review period and documents the basis for project selection. I concur with the conclusion of the Environmental Assessment that no significant impacts on the environment will result from implementing the proposed project.

If you agree, please make a separate written Finding of No Significant Impact (FONSI), incorporating the Environmental Assessment, as required by 23 CFR 771.121.

Please return the FONSI when it has been signed for our use in notifying the state clearinghouse and the public of the decision.

Sincerely,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

RECEIVED
STATE HWY ENGR
OCT 31 '83
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

CMG:dmc

Attachments

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg
F. E. Terpin
G. A. Potter
Dale Allen
Tom Arnold
Eb Engelmann

Form 734-3122

Mai 14-1-1
Klamath
R.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October 25, 1983

FROM: Campbell M. Gilmour, Manager Cam
Environmental Section

SUBJECT: Revised Environmental Assessment
Klamath River (Keno) Bridge Replacement
Green Springs Highway
Klamath County

The subject document in the form of a revised Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The document concludes that the project will not have a significant impact on the environment.

If you agree please sign below and return same to this office. The Federal Highway Administration will then be asked to make the formal Finding of No Significant Impact (FONSI), as required by 23 CFR Part 771.121.

10-27-83
Date

ES Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

CMG:dmc

Attachment

cc: J. H. Versteeg
F. E. Terpin
G. A. Potter
Dale Allen

81-125-1387

Contains Recycled Materials

Mai 14-1-1
Klamath
R.

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 7
18-1975

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: October 20, 1983

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Klamath River (Keno) Bridge
Green Springs Highway
Klamath County

A formal public hearing was not held on the subject bridge replacement project; therefore, the attached report was prepared in lieu of a formal hearing study report.

If you concur with the recommendation, please approve the report and return it to me for further distribution.

FET:DB:ge

Attachment

cc A. L. Hansen w/att

APPROVED
ES Hunter
10-24-83

RECEIVED
OCT 24 1983
LOCATION SECTION

RECEIVED
TECHNICAL SERVICES
OCT 21 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1307

Contains Recycled Materials

KLAMATH RIVER (KENO) BRIDGE SECTION
GREEN SPRINGS HIGHWAY
KLAMATH COUNTY

PUBLIC HEARING DOCUMENTATION
AND
HEARING STUDY REPORT

Per criteria established in the "Oregon Action Plan for Transportation, 1980", the Highway Division opted to offer a public hearing for the subject bridge replacement project. No requests for a public hearing were received as a result of notifications placed in local newspapers. In addition, no request for a public hearing was received from Klamath County Commissioners within the time prescribed in the notification.

The following documentation is presented in lieu of a formal hearing study report.

The proposal considers replacement of the existing narrow, deteriorated bridge over the Klamath River on the Green Springs Highway at the community of Keno, Oregon. The existing 370-foot concrete, thru-arch bridge, constructed in 1931, has a horizontal clearance of 23 feet 11 inches, a vertical clearance of 14 feet 2 inches and an H15 loading. The concrete in the bridge is rapidly deteriorating and has reached a point where it is no longer feasible nor prudent to repair the bridge.

The Environmental Assessment for the project evaluated two Build Alternatives with detours and a No-Build Atlernative. The Build Alternatives would be constructed along the same alignment as the existing bridge and would have 40 feet of roadway as well as one 6-foot sidewalk.

No-Build Alternative

As stated prevously, the no-build alternative is not feasible nor prudent due to the deteriorated condition of the concrete in the existing bridge. The alternative was considered as a base for assessing the impacts of the build alternatives.

Build Alternatives

Two alternative bridge designs were evaluated in the Environmental Assessment: 1) a three-span arch bridge with a 40-foot roadway and a 6-foot sidewalk on the downstream side, and 2) a three-span beam deck girder bridge with a 40-foot roadway and a 6-foot sidewalk on the downstream side. Both alternatives include a detour structure upstream of the existing bridge location.

Recommended Alternative

The structure for the recommended alternative will be a four-span, prestressed beam design at the same location as the existing bridge. The new bridge will have a 40-foot roadway striped for 12-foot travel lanes and 8-foot shoulders. There will also be a 6-foot sidewalk on the downstream side of the bridge.

A two-lane detour will be constructed just upstream from the proposed bridge to provide traffic services during the construction period.

Environmental Impacts

Most of the environmental impacts result from the detour that is needed to maintain traffic srevices. These impacts, therefore, are temporary resulting in n major environmental consequences.

DB:ge
10/20/83

9920

Mai 14-1-1
Klamath
R.

STATE OF OREGON INTEROFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: October 12, 1983 DES 23
986A

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Klamath River (Keno) Bridge
Green Springs Highway
Klamath County
BR 986A

In reponse to your letter to Dale Allen on October 6, we recommend proceeding with the four-span prestressed beam design option. This recommendation is based on both a review of comments at the informal hearings and a comparison of estimated costs for the various options.

The recommended option will require a detour during construction and raising the grade line to maintain the existing clearance above the water surface.

A reduced copy of a preliminary sketch for this option is attached for your information.

APR:jrb

Attachment

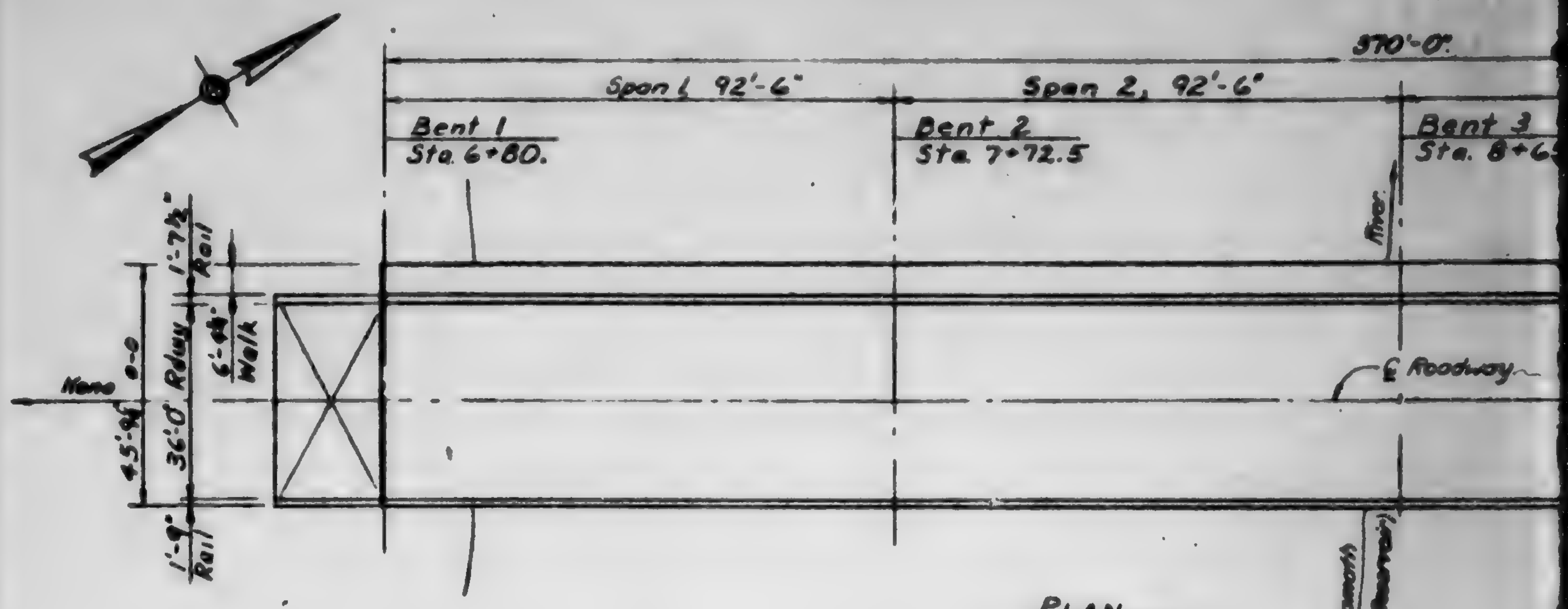
cc /w/ attach.: ~~E. S. Hunt~~er /w/ 1
Region IV /w/ 1
Environmental /w/ 1

NOTED
F. S. HUNTER

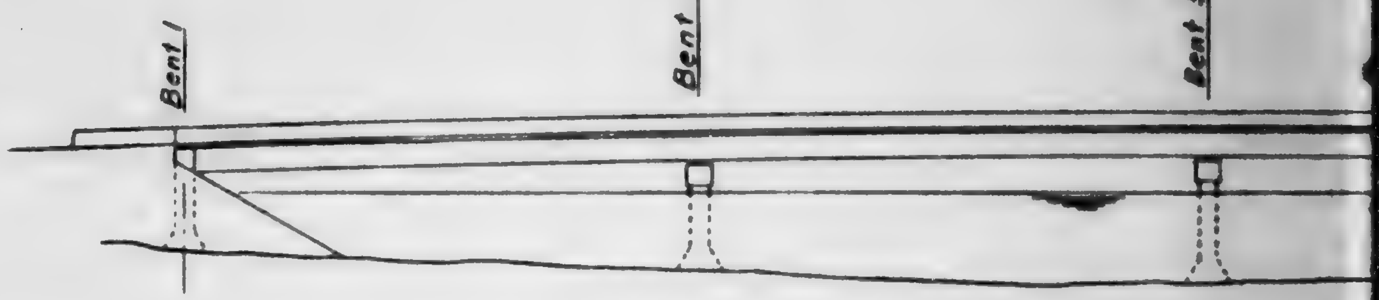
RECEIVED
TECHNICAL SERVICES
OCT 13 '83
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

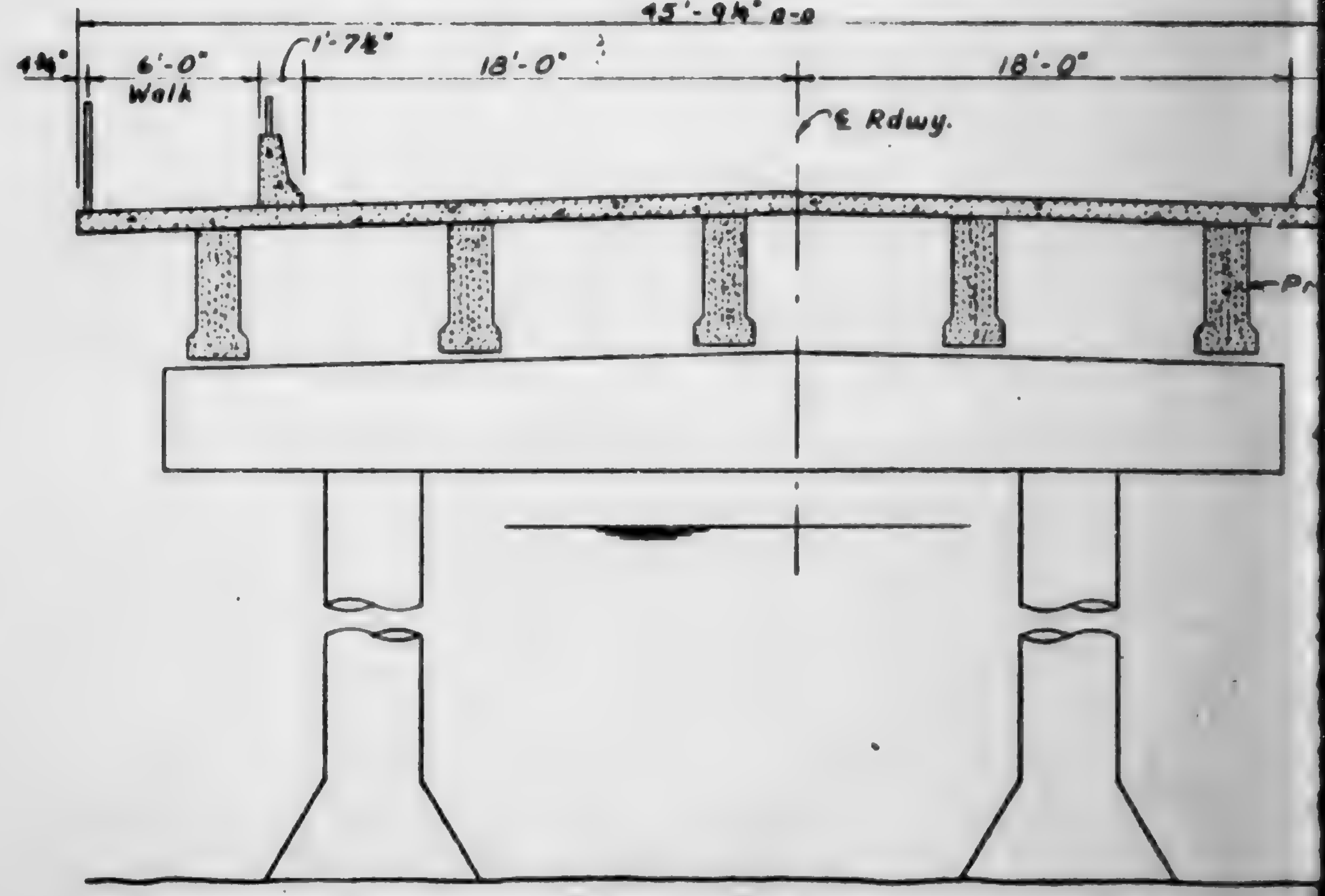
81-125-1367


570'-0"
Span 1, 92'-6"
Span 2, 92'-6"
Bent 1
Sta. 6+80.
Bent 2
Sta. 7+72.5
Bent 3
Sta. 8+6
River
Name
45'-9¼" o-o
36'-0" Rdwy.
6'-0" Walk
1'-7½" Rail
1'-9" Rail
℄ Roadway
Klamath
(Name Reservoir)

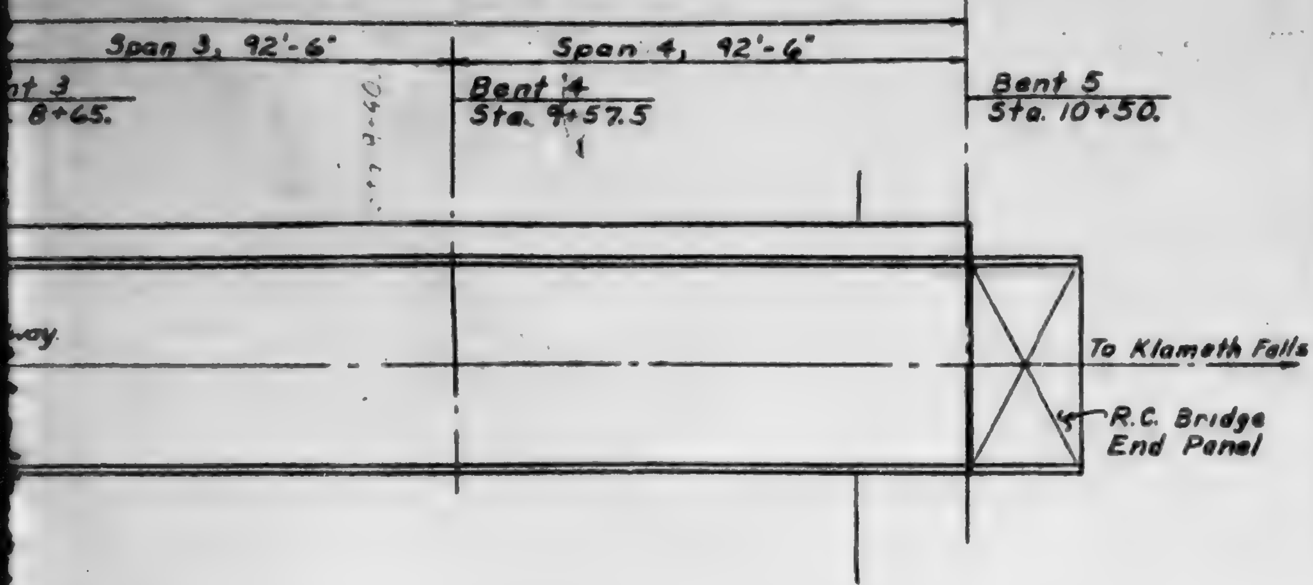
PLAN
Scale: 1"=20'

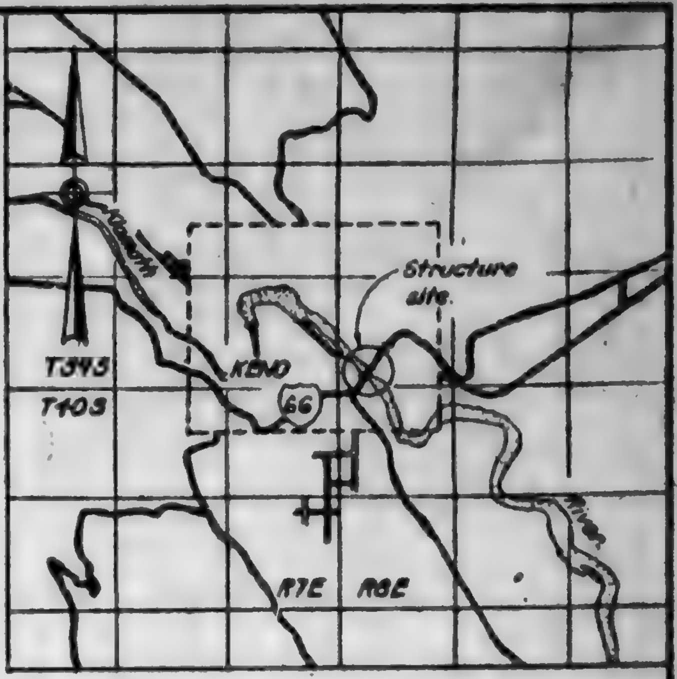

Bent 1
Bent 2
Bent 3

ELEVATION
Scale: 1"=20'

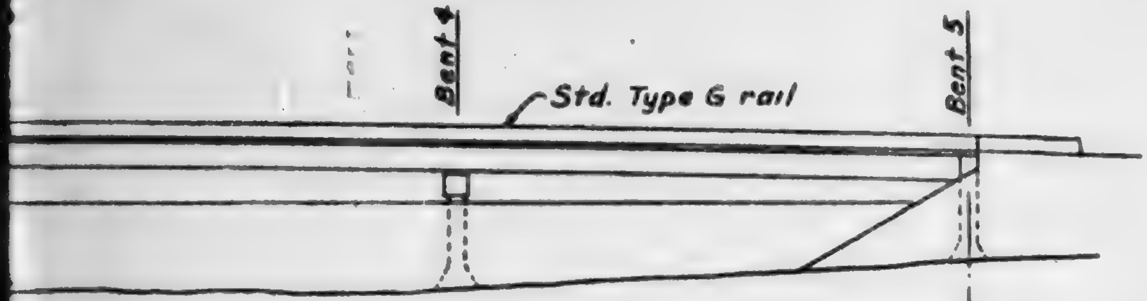

45'-9¼" o-o
4¼"
6'-0" Walk
1'-7½"
18'-0"
18'-0"
℄ Rdwy.
Pr

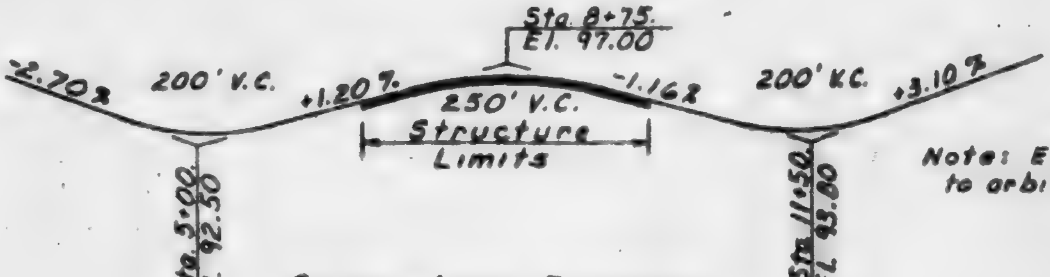
TYPICAL SECTION
Scale: ¼"=1'-0"


Span 3, 92'-6"
Span 4, 92'-6"
nt 3
8+65.
Bent 4
Sta. 9+57.5
Bent 5
Sta. 10+50.
way.
To Klameth Falls
R.C. Bridge
End Panel


Structure
site.
KENO
66
T34S
T40S
R7E
R8E
Klamath
River

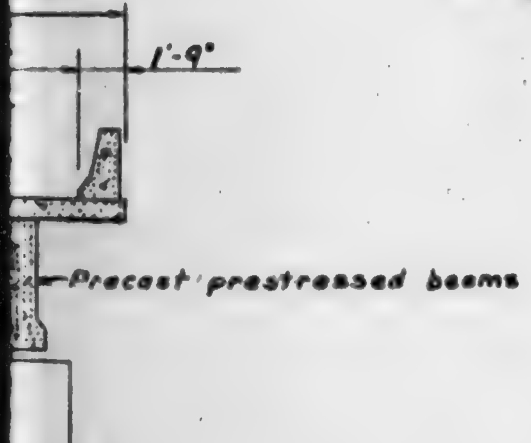
VICINITY MAP
No Scale.


Bent 4
Bent 5
Std. Type G rail


Sta. 8+75.
El. 97.00
-2.70%
200' V.C.
+1.20%
250' V.C.
Structure
Limits
-1.16%
200' V.C.
+3.10%
Sta. 5+00
El. 92.50
Sta. 11+50
El. 93.80

Note: Elevations are relative to arbitrary local datum.

GRADE LINE DIAGRAM
No Scale


1'-9"
Precast prestressed beems

PRECAST PRESTRESSED BEAM OPTION (5 Bents) ⑥

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION STRUCTURAL DESIGN SECTION
STRUCTURAL DESIGN ENGINEER P.E.	KENO BRIDGE
TECHNICAL SERVICES ENGINEER	ASHLAND-KLAMATH FALLS HWY. ~ KLAMATH CO.
DESIGNED P. Robb DRAWN C. Wallen CHECKED REVIEWED REVIEWED CALC. BOOK	PRELIMINARY PLAN AND ELEVATION.
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE BRIDGE NO. 986
	SHEET 1 OF 1 DRAWING NO.

9120

MA1 14-1-1
Klamath R.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRF-15(8)
Klamath River (Keno) Bridge
Green Springs Hwy - Klamath County

Date: August 16, 1983

From: Division Administrator

Reply to Attn. of: HPD.1-OR

To: Mr. Campbell Gilmour
Environmental Section
Oregon State Highway Division

NOTED
H.S. COULTER

We have reviewed the subject Environmental Assessment resubmitted to our office on August 11, 1983, and find that it adequately addresses the concerns expressed in our June 1, and July 7, 1983 memorandum. We concur with the State's approval of the document and release for public and agency review.

Walach
for Dale E. Wilken

ENVIRONMENTAL SECTION
August 17, 1983

cc: H. S. Coulter
R. N. Bothman
E. S. Hunter
Dale Allen

RECEIVED
STATE HWY ENGR
AUG 17 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1930

21

BR F-15 (8)

Schell S

Carter

70e

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

DES 23
986A

July 28, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Oregon Project BRF-15(8)
Klamath River (Keno) Bridge
Green Springs Highway - Klamath County
BR 986A

FEDERAL HWY. ADMIN.
S[illegible] [illegible]ON
8/2/83
Approved:
BRIDGE ENGINEER

NOTED
W.J. [illegible]

In Mr. Schell's letter of July 7, he requested a reconsideration of the roadway width proposed for the Klamath River Bridge at Keno. We have reviewed the present and projected traffic volumes and character of traffic at this site and concur with his recommendation of a 40-foot roadway width. This is the revision from the original 36 feet proposed.

WJH:jrb

cc: J. H. Versteeg
Region IV
Project Management
Environmental Section

1 Versteeg ✓
Anderson
V Adams A
Macnab
Stoudenmeyer
Turpin
Trent
Wakerlig

RECEIVED
AUG 04 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

RECEIVED
JUL 29 1983

[illegible] Environmental

21

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Klamath County

KEY ID#

SECTION Klamath river (Keno) Bridge

REGION 4

Green Springs

SURVEY AUTHORITY

#21

AUTHORIZATION NO. 3

PREFIX 18-1975

DATE 7-11-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 16,000	$ 16,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY	500	0
903 LOCAL GOVERNMENT			918 LOCATION	3,000	3,000	935 SOILS	500	0
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200	200
905 FINAL DESIGN	8,000	0	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS	1,500	500
906 BRIDGE DESIGN	30,000	7,000	921 SPECIFICA-TIONS	3,000		938 REGION ENVIRONMENT	1,000	1,000
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	2,000	0	923 ENVIRONMENTAL SECTION	15,000	15,000	950 TRAINING	500	500
910 REGION GEOLOGIST	6,000	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200	200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	500	0	926 FOUNDATION	4,000	0	980 PUBLIC HEARING	8,000	8,000
913 RIGHT-OF-WAY LIAISON	500	500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	500	500	932 RAILROAD & UTILITIES	200	0			

TOTALS	$ 101,900	$ 53,600
PREVIOUS AUTHORIZATION		$ 35,000
ADD. AUTH. REQUIRED		$ 18,600

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRF-15(8)

LOCATION ENGINEER'S REMARKS

Work Approved Through Design Approval Only.

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig

RECEIVED
JUL 20 1983
ROAD DESIGN SECTION

cy Watson
Malley

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY Original signed by B.N. Hatcher	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 7/12/83
RECOMMENDED, REGION ENGINEER X Original signed by Robert C. Pool	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-12-83
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 7/11/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 5-20-82 6-24-83	

734-1914 (7-82)

9120

MAI 14-1-1
Klamath R

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRF-15(8)
Klamath River (Keno) Bridge
Green Springs Highway - Klamath County

Date: July 7, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

NOTED
H. S. COULTER

Attn: Mr. C. Gilmour, Environment

We have reviewed the Environmental Assessment for the Keno Bridge and Mr. Gilmour's letter of June 27 requesting a waiver of the AASHTO design standards for this bridge on Green Springs Highway at Keno.

The 2250 VPD current and 3700 VPD projected 20-year traffic does warrant some consideration for the AASHTO design criteria on this Primary Highway.

Since this is a heavy logging area with mills close by, we wonder if the road standard reduction is appropriate in view of the large truck use.

Since the current structure has two sidewalks and the existing structure is used by pedestrians, we assume that general agreement from the local people has been obtained for the sidewalk on the downstream side only.

We would appreciate your additonal comments considering the above items. ✓

For
Dale E. Wilken

cc:
OSHD (W. J. Hart, Bridge)
OSHD (J. H. Versteeg, Rd Design)

orig. to

RECEIVED
STATE HWY ENGR
JUL 8 '83
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

rn [illegible]

MAI 14-1-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-15(8) Klamath X.

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20087

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/24/83

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION: Klamath River (Keno) Br. Section

11. GENERAL DESCRIPTION OF WORK Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Program Change
See below

13. REMARKS

As requested in Mr. Potter's letter of 6-16-83, I approve the revised Preliminary Engineering Costs, (Phase I) to a TEC of $53,600, Federal funds $42,880. (Increase TEC $18,600, FF $14,880)

RECEIVED
STATE HWY ENGR
JUL 8 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
7/8

14. DATE 6/24/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

[illegible] 14-1-1
Klamath
K.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

RECEIVED
TECHNICAL SERVICE
JUN 28 '83
REFER TO
FOR
Info | Inves | R/D | D/N | Sign | Act | File

June 27, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Klamath River (Keno) Bridge
Green Springs Highway
Klamath County
Oregon Project BRF-15(8)

NOTED
E. S. HUNTER

Dear Mr. Wilken:

The subject Environmental Assessment has been reviewed and determined to adequately address the social, economic and environmental impact of the proposed project. If you concur, the document will be released for public and agency review.

In a memorandum dated June 1, 1983, you indicated that the proposed bridge width should be 40 feet, according to AASHTO standards, as opposed to the 36 foot typical section proposed. Traffic volumes on the highway at Keno are low for a primary highway. Year 2000 volumes are expected to reach only 3700 vehicles per day (VPD), compared with 2250 VPD using the facility today. Sight distance is excellent, in that the bridge is on a long tangent, and vehicle speeds are posted at 35 miles per hour.

In that the bridge is only 300 feet long, we don't believe that disabled vehicles on the bridge will be a problem. There would be sufficient room for traffic to safely maneuver around a vehicle stopped on the shoulder, considering the combination of twelve-foot lane width, 6-foot shoulder width and sight distance. Moreover, the road to and from the bridge has a 32-foot typical section, and there are no plans to upgrade this. An additional two-feet of shoulder on the bridge in our opinion is not warranted because of these circumstances. Your concurrence with the proposed typical section is also requested.

Sincerely,

ORIGINAL SIGNED BY
CAM GILMOUR

Campbell M. Gilmour, Manager
Environmental Section

bc: E. S. Hunter
W. J. Hart
G. A. Potter
Dale Allen

CMG:lb
Attachments

Mai 14-1-1
Klamath

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: June 22, 1983

FROM: Campbell M. Gilmour, Manager
Environmental Section Campbell M. Gilmour

SUBJECT: Environmental Assessment
Klamath River (Keno) Bridge
Green Springs Highway
Klamath County

The subject Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The assessment concludes that the proposed project will result in no significant environmental impacts.

If you agree, please sign below and return same to this office. The Assessment will then be submitted to the Federal Highway Administration for their concurrence.

6-23-83
Date

E S Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

CMG:lb

Attachment

cc: J. H. Versteeg
F. E. Terpin
G. A. Potter
Dale Allen

81-125-1387

Contains Recycled Materials

17-10

Date: June 16, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20087
Project No. BRF-15(8)
Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated June 10, 1983.

Approval of this request will involve an increase of $18,600.00 in total cost and obligation of $14,880.00 in Federal funds for Phase I.

I further request an increase of $8,800.00 in total cost and obligation of $7,040.00 in Federal funds for Phase II.

Revised financing will be as follows:

	Total Cost	Federal Funds	Pro-Rata
Present Authorization Phase I	$ 35,000.00	$ 28,000.00	80.0%
Additional Requested Phase I	18,600.00	14,880.00	
Total Requested	$ 53,600.00	$ 42,880.00	
Retain in Program			
PS&E Preparation			
Present Authorization Phase II	39,500.00	31,600.00	80.0%
Additional Requested	8,800.00	7,040.00	80.0%
	$ 48,300.00	$ 38,640.00	
Grand Total	$101,900.00	$ 81,520.00	

RHZ:bks
Attachment
cc: F.E. Terpin
Shirley Williams

PM File

Oregon State Highway Division
Salem, Oregon July 13, 1983

Federal-Aid Project No. BRF-15(8)

Klamath River (Keno) Bridge Section
SR 66 in Klamath County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 53,600.00
	Total	$ 53,600.00
Length of Project		0.2 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 53,600.00	$ 42,880.00	$ 10,720.00
Retain in Program (PS&E)	48,300.00	38,640.00	9,660.00
Total	$ 101,900.00	$ 81,520.00	$ 20,380.00

Group 1 100%
Prefix: 18-1975

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
MODIFICATION NUMBER 1		Project Number BRF-15(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 28, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 35,000.00	$ 53,600.00
Federal funds	$ 28,000.00	$ 42,880.00
Other revisions		

This modification is made for the following reasons: To include approved funds for preliminary engineering

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the ______ day of ______, 19__.

Oregon State Highway Divison
(Official name of Highway Agency)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________

Manager, Program Section
(Title)

~~By~~ For. H.S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

Klamath County

KEY ID#

SECTION Klamath river (Keno) Bridge

REGION 4

Green Springs

SURVEY AUTHORITY #21

AUTHORIZATION NO. 3

PREFIX 18-1975

DATE 7-11-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 16,000	$ 16,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 500	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY	500	0
903 LOCAL GOVERNMENT			918 LOCATION	3,000	3,000	935 SOILS	500	0
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200	200
905 FINAL DESIGN	8,000	0	920 PROGRAM MANAGEMENT	200	200	937 HYDRAULICS	1,500	500
906 BRIDGE DESIGN	30,000	7,000	921 SPECIFICATIONS	3,000		938 REGION ENVIRONMENT	1,000	1,000
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	2,000	0	923 ENVIRONMENTAL SECTION	15,000	15,000	950 TRAINING	500	500
910 REGION GEOLOGIST	6,000	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200	200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE	500	0	926 FOUNDATION	4,000	0	980 PUBLIC HEARING	8,000	8,000
913 RIGHT-OF-WAY LIAISON	500	500	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	500	500	932 RAILROAD & UTILITIES	200	0			

TOTALS	$ 101,900	$ 53,600
PREVIOUS AUTHORIZATION		$ 35,000
ADD. AUTH. REQUIRED		$ 18,600

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BRF-15(8)

LOCATION ENGINEER'S REMARKS

Work Approved Through Design Approval Only.

PREPARED BY Original signed by B.N. Hatcher	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 7/12/83
RECOMMENDED, REGION ENGINEER X Original signed by Robert C. Pool	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 7-12-83
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 7/11/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 5-20-82 6-24-83	

734-1914 (7-82)

BRF-15(F)

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17
18-1975

TO: D. E. Swan
Operation Programming Engineer

DATE: June 10, 1983

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Klamath River (Keno) Bridge
Green Springs Highway
Klamath County

The preliminary engineering costs for the subject project have exceeded the survey authorization. To assist you in requesting additional federal participation, we offer the following comments:

Extra field work was required because of a change in alignments. The public hearing costs were overlooked in the original survey authorization. The project will be divided into two phases: Phase I - through public hearing, and Phase II - to be retained. The preliminary engineering costs ($53,600) are 2% of construction costs.

FET:RTN:ge
Attachment

cc w/att B. N. Hatcher

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 2
JUN [illegible] 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

BRF-15(8)
5-20-82

PRELIMINARY ENGINEERING

		AUTHORIZATION APPROVED BY FHWA	REVISED AUTHORIZATION REQUESTED
901	Project Manager	$ 8 000	$ 16 000
902	Citizens Involvement		
903	Local Government		
904	Consultants Fees		
905	Final Design		
906	Bridge Design	5 000	7 000
907	Preliminary Design		
909	R/W Descriptions		
910	Region Geology	500	500
911	Traffic Section	200	200
912	Landscape Department		
913	R/W - Liaison	500	500
914	Region Utility Liaison	500	500
915	Audit Services		
916	Photogrammetry		
918	Location	2 700	3 000
920	Program Management	200	200
921	Specifications		
922	Adm Services (Engineering)		
923	Environmental Section	15 000	15 000
924	DOT Planning		
925	Air Monitoring		
926	Structural Foundations		
927	Bridge Design for Counties		
932	R/W Utility Engineer		
933	Surfacing Engineer	200	500
934	Chief Geologist		
935	Soils Engineer		
936	Region Traffic	200	200
937	Hydraulics	500	500
938	Region Environmental	1 000	1 000
949	Urban Studies Unit		
950	Training Courses	500	500
955	Employee Reloc. Assistance		
960	Personal Leave		
961	Administrative Leave		
980	Public Hearing Charges		8 000
985	EEO Monitoring Expense		
		$ 35 000	$ 53 600

SECTION: KLAMATH RIVER (KENO) BRIDGE

HIGHWAY: GREEN SPRINGS

COUNTY: KLAMATH

PREFIX: 018 - 1975

Phase I	53,600
Retained for Phase II	48,300
TOTAL	101,900

7720

2/N

STATE OF OREGON **INTEROFFICE MEMO**

TO: Cam Gilmour
Environmental Section

DATE: June 8, 1983

FROM: Dale Allen
Dale D. Allen
Region Engineer

SUBJECT: (Keno Bridge) Klamath River Bridge

1 Versteeg ✓
Anderson
2 Adams
Schnab
Stoudenmeyer
Terpin
3 Trout
Wakerlig

RECEIVED
JUN 09 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

You recently advised this office that FHWA had requested a 40-foot roadway vs. the 36-foot which was proposed for this bridge. You requested our comments.

With the approval of the Transportation Commission, the Highway Division over the past year has developed a "Level of Importance" for all highways on the system. There is general agreement that the resulting classifications selected actually represent the importance of a highway to the State of Oregon. One of the objectives of this effort was to provide a rational statewide method to "adjust" or "modify" AASHTO standards where appropriate.

There are four levels of importance ranging from Interstate to local importance. The Green Springs was classed at the lowest level of importance. It would, therefore, seem to me that the 12-foot lanes and 6-foot shoulders if anything may be too high of standard for this location.

DA:mr

encl

cc: Walt Hart
J. H. Versteeg

REFERRED TO
1 Watson W Mann
Cole Stoudenmeyer
Erikson King
Board Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

9920

MAI 14-101
Klamath R.

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project BRF-15(8)
Klamath River-Keno Bridge
Green Springs Highway
Klamath County

Date: June 3, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have started our review of your Environmental Assesment and find that you propose a 36 foot roadway. The predicted daily traffic for the 2003 is 3,700 and this would require 8 foot minimum shoulders with 12 foot lanes according to AASHTO geometric standards.

In view that this is a primary highway and the bridge is in the community of Keno, justification for a 40 foot roadway is appropriate.

Please make this change.

For
Dale E. Wilken

cc:
OSHD (G Potter)

cy Allen
6/7

RECEIVED
STATE HWY ENGR
JUN 7 '83
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

9920

1-83

NOISE STUDY REPORT
FOR THE
ENVIRONMENTAL ASSESSMENT

Klamath River (Keno) Bridge
Green Springs Highway
Klamath County

Prepared by:

Oregon State Highway Division
Steven Lindland, Acoustical Specialist
Technical Services Branch
Environmental Section

January 1983

Klamath River (Keno) Bridge
Green Springs Highway
Klamath County

SUMMARY

The proposed project will replace the Klamath River (Keno) Bridge. The new bridge will be constructed in the location of the existing structure. The number of travel lanes will remain at two.

Land-use in the study area includes four houses, two businesses, farm land and undeveloped parcels. None of these land-uses are currently or are predicted to be impacted by traffic noise. No noise abatement measures are proposed.

Construction of the new bridge will require a temporary detour route. The detour will be located about 60 feet east of the existing bridge. Properties adjacent to the detour are not developed. No noise problems are anticipated with use of this detour.

Areas adjacent to the project though, will be exposed to construction noise. To minimize the adverse affects of construction noise, construction will be limited to daytime hours with no work on Sundays or legal holidays. In addition, contract specifications will include items on compliance with U.S. Environmental Protection Agency equipment noise standards, muffled exhaust, and added restrictions for pile driving or blasting operations.

PROJECT DESCRIPTION

The Klamath River (Keno) Bridge is located on the Green Springs Highway in Klamath County (See Figure 1). The proposed project will replace this bridge. The new bridge will be constructed in the location of the existing structure. The number of travel lanes will remain at two.

Construction of the new bridge will require a detour route. The detour will be located about 60 ft. east of the existing bridge (See Figure 2).

LAND USE

Land-use in the study area includes four houses, two businesses, farm land, and undeveloped parcels. Figure 2 shows the land-use along the Green Springs Highway in the project study area.

TRAFFIC NOISE ANALYSIS

The prediction of traffic noise levels, the identification of noise impacts, and the consideration of noise mitigation measures is required for federally funded projects by the Federal Highway Administration through the Federal Highway Program Manual 7-7-3. This manual lists two criteria by which traffic noise impacts are determined. These two criteria are listed below.

1) Noise Abatement Criteria--Noise abatement criteria have been established according to various types of activity areas (See Figure 3). An impact is determined when the predicted noise level reaches or exceeds the noise abatement criteria.

2) Substantial Noise Increase Criteria--An impact is determined when the predicted traffic noise level substantially exceeds the existing sound level. An increase of 10 dBA or more is considered a substantial increase.

Both sets of criteria were considered in this report.

Traffic noise predictions were made with the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). This model computes traffic noise levels using automobile volume, truck volume, vehicular speed, distance to the roadway, and roadway exposure. Existing and projected traffic volumes are shown in Table 1, while Table 2 shows the predicted noise levels for these traffic volumes.

As shown in Table 2, existing noise levels are predicted to be Leq 61 dBA* at a distance of 50 ft. from road centerline. With or without replacement of the bridge, noise levels in the year 2003 are predicted to be Leq 64 dBA. This 3 dBA increase is due to normal traffic growth. The 3 dBA increase should just barely be or should not be noticed by most people.**

---

*The Leq descriptor is commonly used to measure or quantify sound. The Leq level is an equivalent continuous sound level which would contain the same sound energy as a time-varying sound of the same duration. The measurement units are decibels with an A-weighted frequency response (dBA). This measurement unit closely matches the hearing characteristics of the human ear.

**Sound level changes of 3 dBA is usually assumed to the smallest change readily noticeable by people. A 10 dBA change is usually perceived as a halving or a doubling of loudness.

Table 2 also shows the distances from the Green Spring Highway of the exterior and interior noise abatement criteria for residences. The exterior noise abatement contour (Leq 67 dBA) varies from 15-25 ft. from the highway. The interior noise abatement contour (Leq 52 dBA) varies from 45-75 ft. from the highway. The right-of-way line is 30 feet from the highway centerline south of the bridge and 40 feet from the highway centerline north of the bridge. Therefore, the exterior noise abatement contour does not extend outside of the right-of-way line. Only the interior noise abatement contour does.

For any particular property, only one noise abatement criteria applies. If outside activity areas are present, the exterior noise abatement criteria applies. If outside activity areas are not present or are remote from the highway, then the interior noise abatement criteria applies.

None of the houses in the project study area are exposed to traffic noise levels that reach the applicable noise abatement criteria. In addition, none of the houses will be exposed to substantial increases in traffic noise. Therefore, no properties in the project study area are impacted by traffic noise.

To insure the compatibility of future developments with traffic noise, development regulations should be adopted to minimize or eliminate potential noise problems. Development regulations could mandate that noise sensitive activities are 1) shielded from traffic noise or 2) located far enough away from the road (See Table 2).

CONSTRUCTION NOISE ANALYSIS

During construction of the new bridge, a detour will be located about 60 feet east of the present road alignment. Table 1 shows the traffic volumes projected to use the detour, while Table 2 shows the predicted traffic noise levels. Properties adjacent to the detour are not developed. Therefore, no noise problems are anticipated with use of this detour.

Areas adjacent to the project though, will be exposed to construction noise. This noise will be produced by various pieces of construction equipment. Figure 4 shows the typical ranges of noise levels for construction equipment which might be used during project construction.

As shown in Figure 4, areas adjacent to the right-of-way line should be exposed to high noise levels during project construction. Although of a temporary nature, the additional noise can be quite annoying. This is especially true during quieter periods. Therefore, construction will be limited to daytime hours with no work on Sundays or legal holidays. This restriction will be included in the contract specifications. In addition, the contract specifications will include items on compliance with U.S. Environmental Protection Agency equipment noise standards, muffled exhaust, and added restrictions for pile driving or blasting operations.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the Project Manager.

2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.

3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmenal Protection Agency.

4. The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the Project Manager.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the project manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.

2. Shut off idling equipment.

3. Schedule the noisy construction operations near the middle of the day.

4. Notify nearby residents whenever extremely noisy work will be occurring.

5. Install permanent or portable acoustic barriers around stationary construction noise sources.

COORDINATION WITH LOCAL OFFICIALS

An environmental assessment will be prepared for this project. A summary of this report will be included in this document. The environmental assessment will be distributed to the local government bodies. Prior to construction, a copy of this technical report will be sent to Klamath County.

TABLE 1

Klamath River (Keno) Bridge
Green Springs Highway
Klamath County

TRAFFIC DATA

Road Section	Alternative	Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)
Green Springs Hwy.	Existing	1982	232	8	5	35
	No Build	2003	377	14	9	35
	Build	2003	377	14	9	35
Detour		1983	235	9	5	35

Note: The traffic data is for the period which regularly creates the highest traffic noise level. This period is the peak vehicular hour

TABLE 2

Klamath River (Keno) Bridge
Green Springs Highway
Klamath County

PREDICTED TRAFFIC NOISE LEVELS

Road	Alternative	Year	Leq Level at 50 ft. from Road Centerline	Leq 67 dBA* Contour Distance From Center of Road	Leq 62 dBA** Contour Distance From Center of Road
Green Springs Hwy.	Existing	1982	61 dBA	15 ft.	45 ft.
	No-Build	2003	64 dBA	25 ft.	75 ft.
	Build	2003	64 dBA	25 ft.	75 ft.
Detour		1983	62 dBA	15 ft.	50 ft.

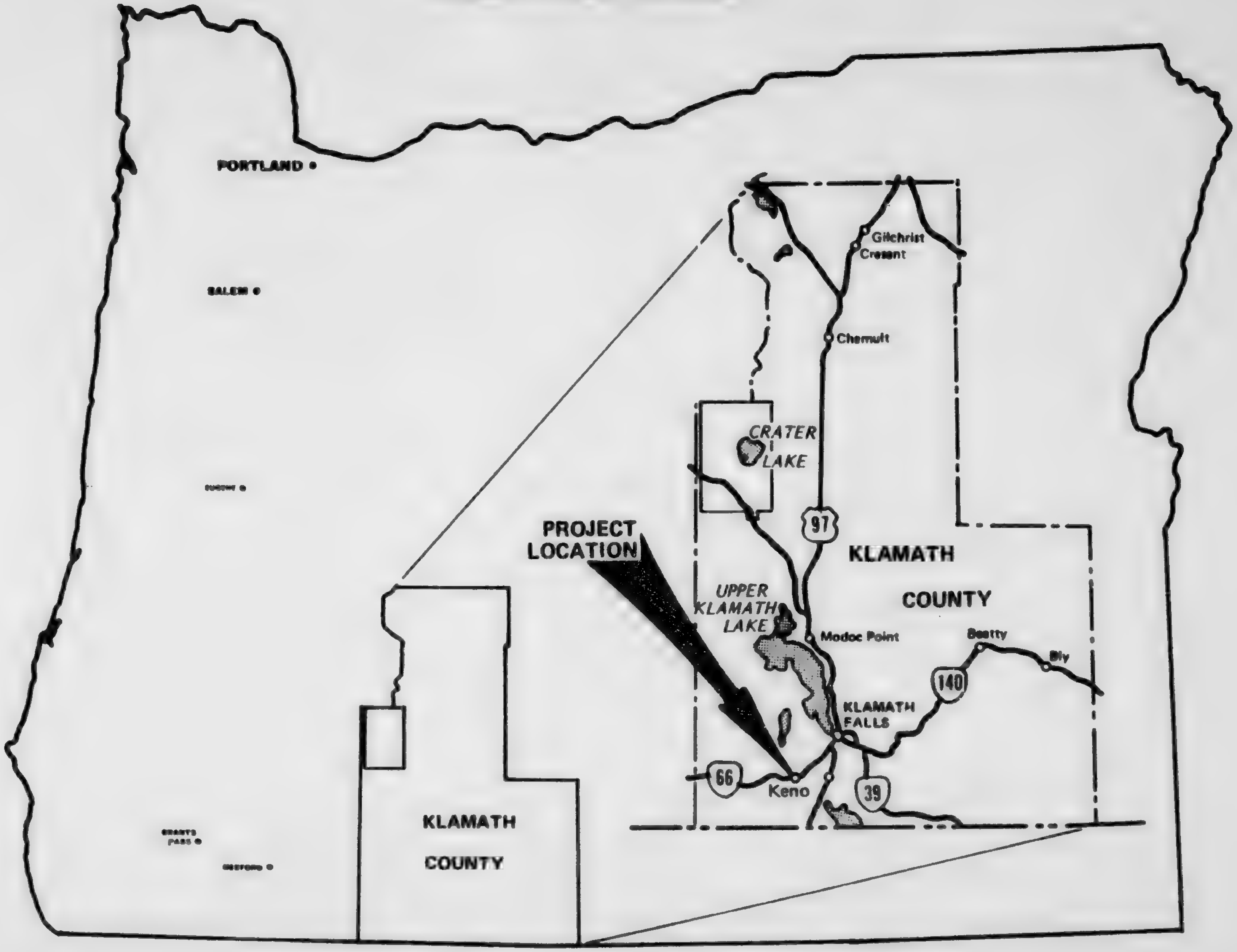
*This is the exterior noise abatement criteria for residences, schools, churches and parks. This contour distance assumes no acoustic shielding from topography, vegetation, or buildings.

**This is the exterior level which corresponds with the interior noise abatement criteria for residences, schools, and churches (Leq=52 dBA) assuming open windows and a 10 dBA outside to inside noise reduction. This contour distance assumes no acoustic shielding from topography, vegetation, or buildings.

Figure 1

Klamath River (Keno) Bridge
Green Springs Highway
Klamath County

PROJECT VICINITY
KLAMATH COUNTY, OREGON


PORTLAND
SALEM
EUGENE
GRANTS PASS
MEDFORD
KLAMATH COUNTY
PROJECT LOCATION
Gilchrist
Cresent
Chemult
CRATER LAKE
97
KLAMATH COUNTY
UPPER KLAMATH LAKE
Modoc Point
Beatty
Bly
140
KLAMATH FALLS
66
Keno
39

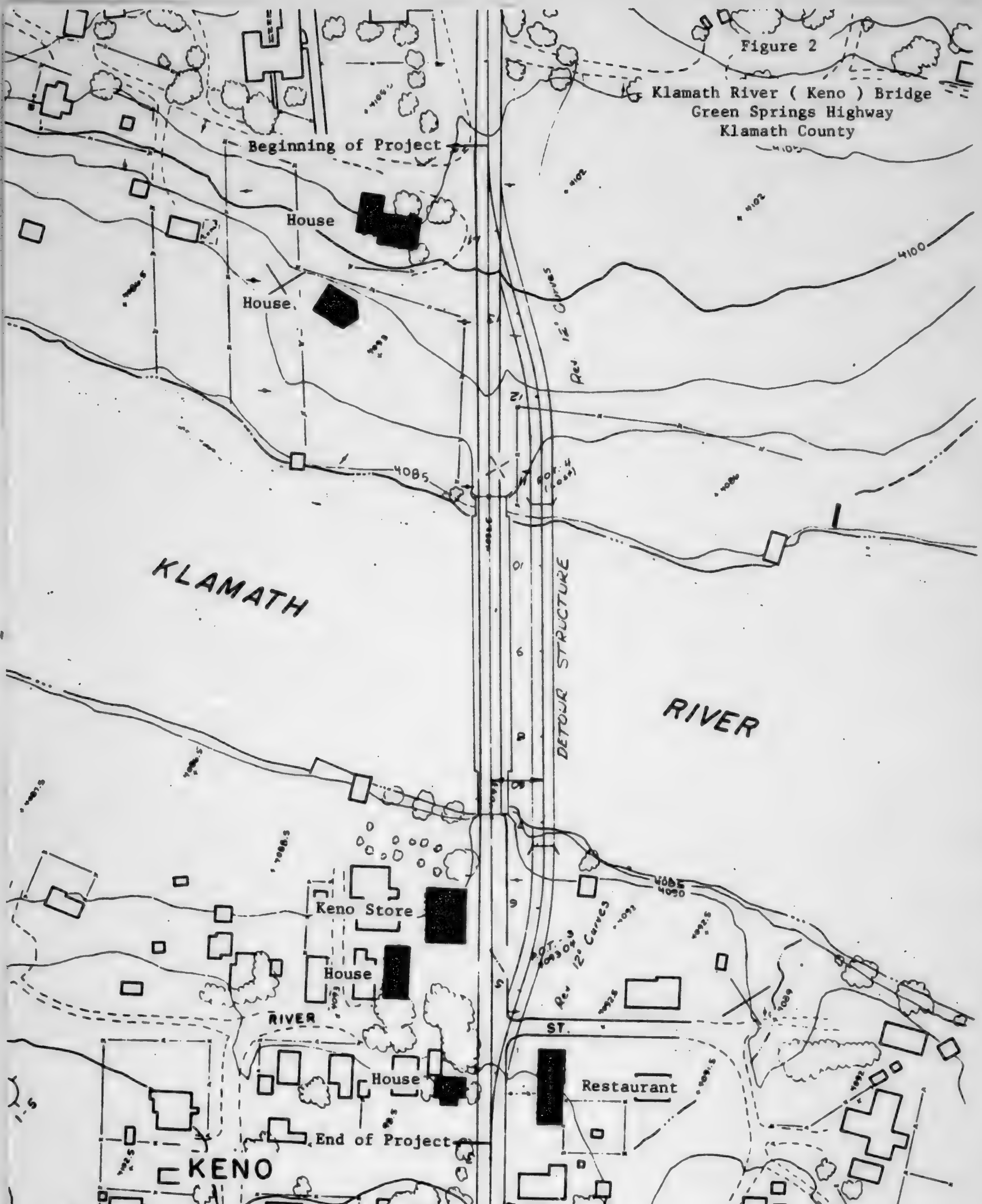


Figure 2

Klamath River (Keno) Bridge
Green Springs Highway
Klamath County

Beginning of Project
House
House
4100
Rev 12' Curves
4085
KLAMATH
RIVER
DETOUR STRUCTURE
4085
4090
Keno Store
House
Rev 12' Curves
RIVER
ST.
House
Restaurant
End of Project
KENO

Figure 3

Klamath River (Keno) Bridge
Green Springs Highway
Klamath County

NOISE ABATEMENT CRITERIA

Hourly A-Weighted Sound Level - decibels (dBA)

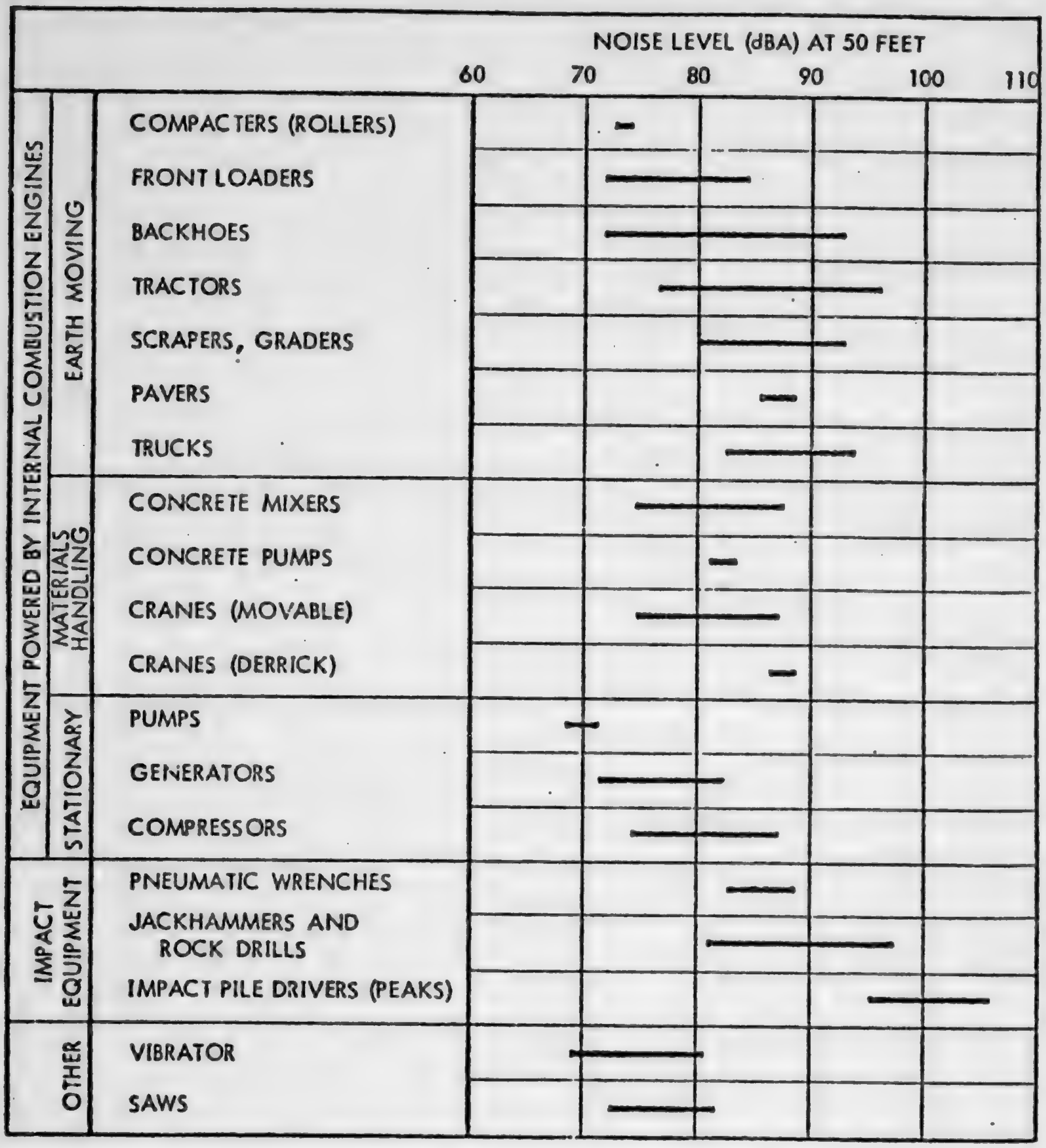
Activity Category	Design Noise Levels (Leq)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Table 1.

Figure 4

Klamath River (Keno) Bridge
Green Springs Highway
Klamath County

Construction Equipment Noise Ranges



STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
PLA

RECEIVED
TECHNICAL SERVICES
JUN 7'82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

TO: FILES

DATE June 4, 1982

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Interdisciplinary Team #1 Meeting
Klamath River (Keno) Bridge Section
Green Springs Highway
Klamath County

NOTED
E. S. HUNTER

The subject meeting was held June 3, 1982. Attending were Dale Allen, Dick Arnold, Bruce Boyd, Walt Hart, Gary Potter, Bob Poole, Glen Hossner, Hal Versteeg and Frank Terpin.

Gary Potter had asked for the team to convene to determine what alternatives should be presented in the Environmental Assessment.

The need for air and noise studies was questioned. Gary explained that when something of historical value is involved in a project, an Environmental Assessment, at the least, is required. When an Environmental Assessment is prepared, air and noise studies are a part of it.

Five alternatives were determined to be included in the Assessment.

1. No Build. This alternative was considered in appropriate.
2. Major rehabilitation work on existing structure. Walt Hart to prepare cost estimate and narrative to show this alternate as being not feasible.
3. Replace in-kind design on existing alignment.
4. Replace with a steel arch design on existing alignment.
5. Replace with an economical design on existing alignment.

Replace on revised alignment was considered but rejected because to do so would introduce undesirable curvature and would adversely affect the Town of Keno.

It was determined that public meetings would be held, when Walt has estimates and sketches ready, to assay public desires. The information from these meetings should be available to Gary by about the time that he is half-finished with the Environmental Assessment so that it can be used in the Assessment.

FET:ge
cc E. S. Hunter
Dale Allen
Bruce Boyd
Walt Hart
Gary Potter
Glen Hossner
Hal Versteeg

[illegible] 14-1-1
Klamath R.

STATE OF OREGON INTER OFFICE MEMO

TO: Frank Terpin
Location Engineer

DATE: May 25, 1982

Dale

FROM: Dale D. Allen
Region Engineer

SUBJECT: Team 1 Meeting, Keno Bridge

NOTED
E. S. HUNTER

This information is being submitted as possible items for discussion at the upcoming Team 1 meeting for the Klamath River (Keno) Bridge. There appears to be about 7 or 8 alternatives that could be considered in correcting this deficient bridge. They include:

(1) Leave the existing bridge in place for a temporary detour, building the new bridge upstream (probably a pre-stressed design).

(2) Leave the existing bridge permanently for sidewalks or whatever and build the new bridge upstream.

(3) Build a temporary wooden detour upstream, tear down the existing bridge and replace on the existing alignment.

(4) Construct a temporary wooden detour upstream, undertake major repairs which would probably include replacing the arches and probably the deck.

(5) Build a temporary wooden bridge upstream. Tear down the existing bridge and replace with the same design.

(6) Conduct a series of public meetings to determine the interest in the historical value of the bridge plus contact the appropriate historical preservation groups and solicit public interest for a new design on the existing alignment considering aesthetic and artistic values, i.e., something similar to the Clarno Bridge.

(7) Wait until such time as a load limit is required. This will impose severe hardship on commuters and public demand would then require that the bridge be replaced.

It is my opinion that none of these alternatives require an EIS and possibly not even an Environmental Assessment. The only sensitive issue since it is replacing an existing bridge in an existing location is the historical value. While this item needs to be given careful consideration, I see little value in performing air, noise, etc., studies.

One question I hope someone at the meeting can answer is who or what agency makes the final decision on whether a bridge is of significant historical value that it cannot be replaced.

DA:mr
cc: Gary Potter, E. S. Hunter, Walt Hart

RECEIVED
TECHNICAL SERVICES
MAY 26 '82
REFER TO
FOR
File
Act
Sign
O/R
R/D
Invest
Info

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-20-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-15(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20087

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/20/82

8. FEDERAL ROUTE NUMBER Primary 15

9. STATE ROUTE NUMBER Primary 21

10. GENERAL LOCATION:
Klamath River (Keno) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☒ PRELIMINARY ENGINEERING TO DETERMINE XXXXXXX FONSI ONLY including archeological salvage at a TEC of $35,000 F.F. $28,000
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 5/11/82.

RECEIVED
STATE HWY ENGR
MAY 24 '82
REFER TO [illegible]
FOR
Info | Invs | R/D | D R | Sign | Act | File

Original
5-24-82

14. DATE 5/20/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Dale E. Wilk n Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. P	ROUTE NO. STATE
SR 66, E. City Limits of Keno, E. 0.2 mi. "Klamath River (Keno) Bridge Sec."	118	20087	BRF-15(8)	15	21

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' min.

Water Development None Recreation & Historical Areas None

Klamath (035)

A-95 Review:

State Cl. Ho. .... Exempt___ Date Approved 4-13-82 PNRS-OR 820317-045-2

Dist. 11 Cl. Ho. ..... Exempt___ Date Approved None functioning No Reply___

Project Environmental Actions: FHWA Concurrence Dated 3-30-82

1-EIS ____ 2-Categorical Exclusion ____ 3-Draft Assessment & FONSI X

Notes: (1) Project in Congressional District 2.

(2) Included in FY 82 A/E in 6 Yr. HIP page 18, item 413.

(3) Structure No. 986 is an approved bridge replacement list with a sufficiency rating of 24.6.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

___ All Phases
X All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  ___ " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 74,500
80%	FF	$ 59,600
	STATE	$ 14,900
		$

For PR-37:

Field Phase	$ 35,000
PS&E Phase	$ 39,500

REMARKS:

Enclosed is an "Authority for Survey" & sketch maps.

CL:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
5-11-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

Form E-39 (Rev. 9-71)

(KRK0001)

11

OREGON STATE HIGHWAY DIVI N

AUTHORITY FOR SURVEY

Section Klamath River (Keno) Bridge

Highway Green Springs #21

County Klamath #18

Date February 5, 19

Authorization No. 1

Survey Prefix 18-1975 (Assigned by Salem office)

Description of termini, route, length, etc.:

Bridge site is located just ease of the Keno city limits at M.P. 50.1 on the Green Springs Highway. The project limits will be M.P. 50.0 to M.P. 50.2 more or less, to allow for detour construction and approach work.

Proposed:

Construct detour bridge, remove existing structure, and replace with new bridge at same location.

Purpose of survey:

Prepare plans, specifications and cost estimate.

BRF-15(8) ✓
5-20-82

		Estimate of C
Field Survey	(901)	$8,000
Citizen Participation	(902)	
City or County	(903)	
Consultant	(904)	
Final Design	(905)	8,000
Bridge Design	(906)	30,000
Preliminary Design	(907)	
R/W Descriptions	(909)	2,000
Soils and Geology	(910)	6,000
Traffic	(911)	300
Landscape	(912)	500
Liaison	(913)	500
Utility	(914)	500
Photogrammetry	(916)	
Location Studies	(918)	1,000
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	200
Environmental 15,000	(923)	2,500
Foundation Exploration	(926)	~~500~~
Seminars	(950)	
Hearings	(980)	
Equal Opportunity	(985)	
Advisory Committees	(986)	

On HIP 2,800,000 HBS

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
MAR 3 1982
LOCATION SECTION

Total estimated cost of survey 5-10-82 £ 74,500. $~~60,000~~

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

Field Engineer

Recommended for Approval:

Dale D Allen

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-731

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

BEN GIFFORD

DATE

PREFIX

KRK0001

1 - IDENTIFICATION

PROJECT NAME: Klamath River (Keno) Bridge

HIGHWAY NAME: Green Springs

HIGHWAY NUMBER: 21

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
4	11	Klamath	Keno

LENGTH: 0.2 mi.

MILEPOST NUMBER: 50.0 TO 50.2

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project will be for replacing the existing bridge. Some grading and paving will be required at both approaches to the new structure.

A detour structure is proposed upstream from the existing bridge. The new bridge will be in approximately the same location as the old.

The R/W acquisition could be in the form of a construction easement.

Consideration should be given to a reduced structure width and need for two sidewalks on structure.

The proposed detour structure should be located to minimize impacts to adjacent property and improvements.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 3100

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Location Engineer
Date 3-15-82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTIN UMBER AND WIDTH	PR SED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 12'
SHOULDERS	-	2 - 8' (Road approach)
MEDIANS	--	--
PARKING LANES	--	--
SIDEWALKS	2 - 4'	2 - 5' (on Structure)
BIKEWAYS	--	No bicycle paths-bikes may use shldrs. or sidewalks.
INTERCHANGES	--	--
OTHER:	--	--

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River Klamath	☒	☐	☐
Stream	☐	☒	☐
Storm Sewer	☒	☐	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☐	☒

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☒	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☐	☒
Water District	☐	☐	☒
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source Commercial	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	—
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	6
P.S. & E. DOCUMENTS	( )	10

RECOMMENDED CONSTRUCTION DATE	________ (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Asphaltic Concrete	4"	4"
PMBB	6"	--
Aggregate Base	12"	--

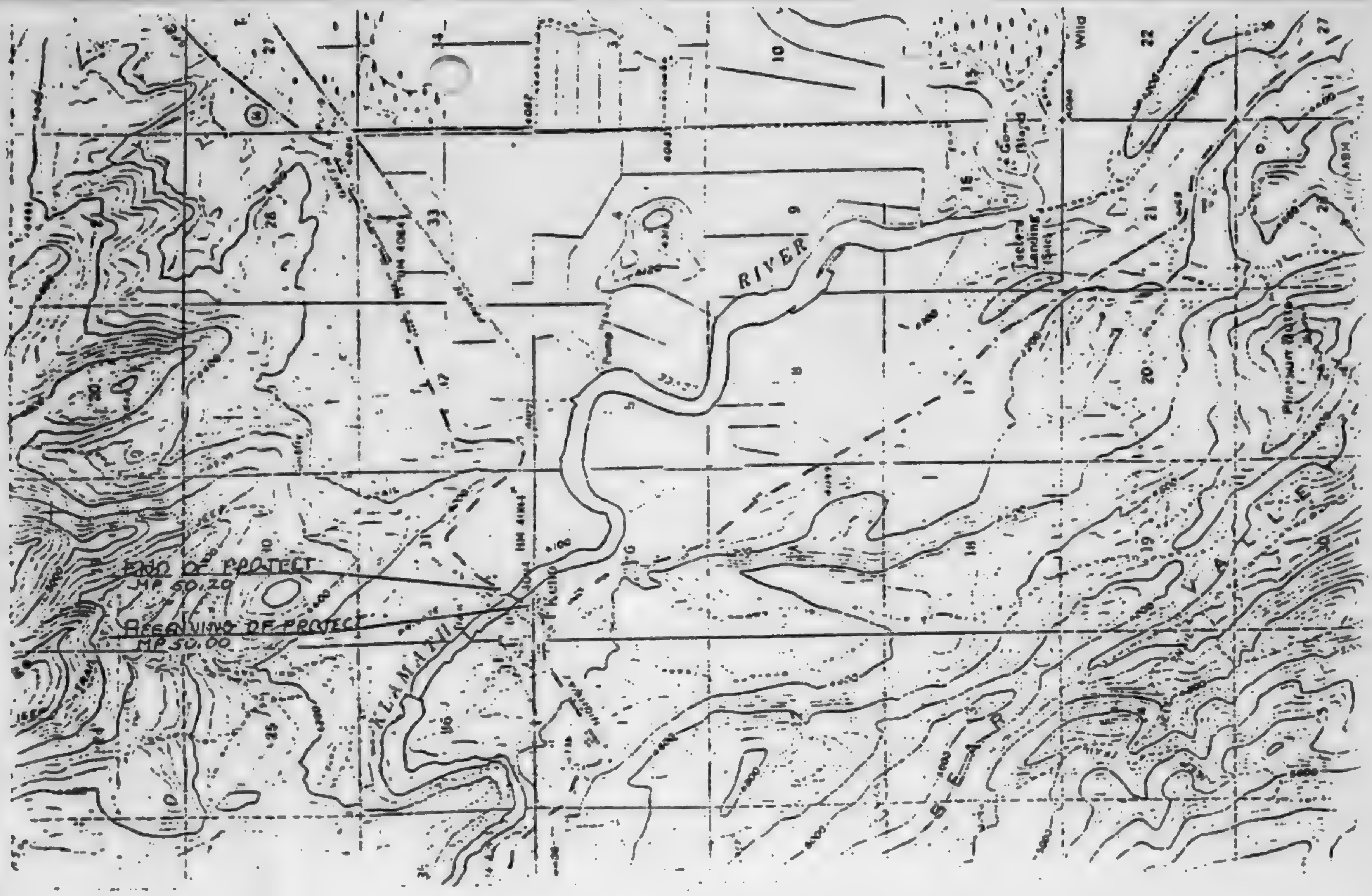
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

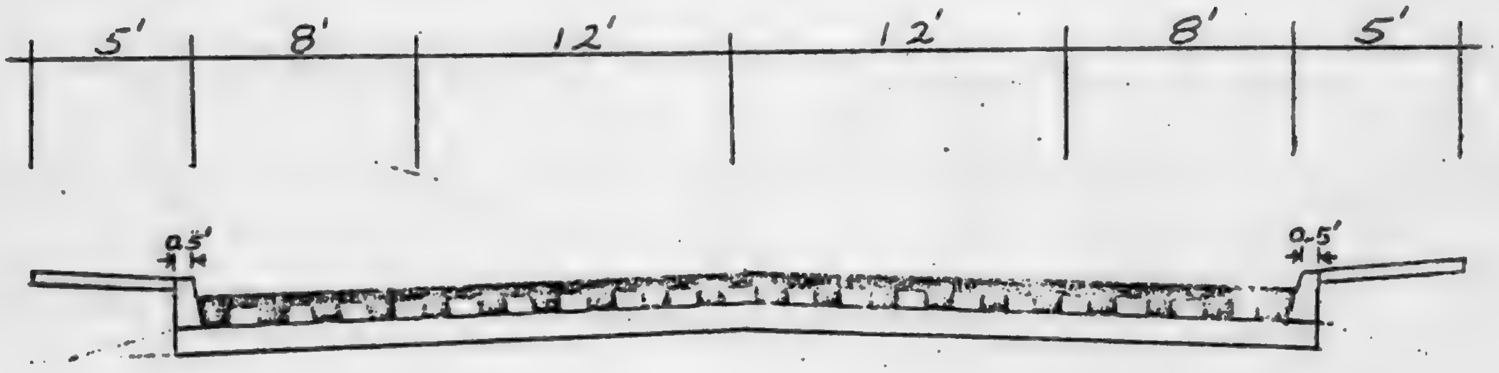
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	30,000.	60,000
RIGHT OF WAY		
TRAFFIC CONTROL	10,000.	18,000
ILLUMINATION		
STRUCTURES 50' x 370'	2,224,000.	1.730.000
~~RAILROAD~~ Detour Str. 28' x 370'		285.000
ROADWAY	100,000.	100.000
OTHER Remove Extg. Str.		71 000
ENGINEERING & CONTINGENCIES ~~(20%)~~ 40%	466,000.	834.000
PROJECT TOTAL	$2,830,000.	$ 3.098.000

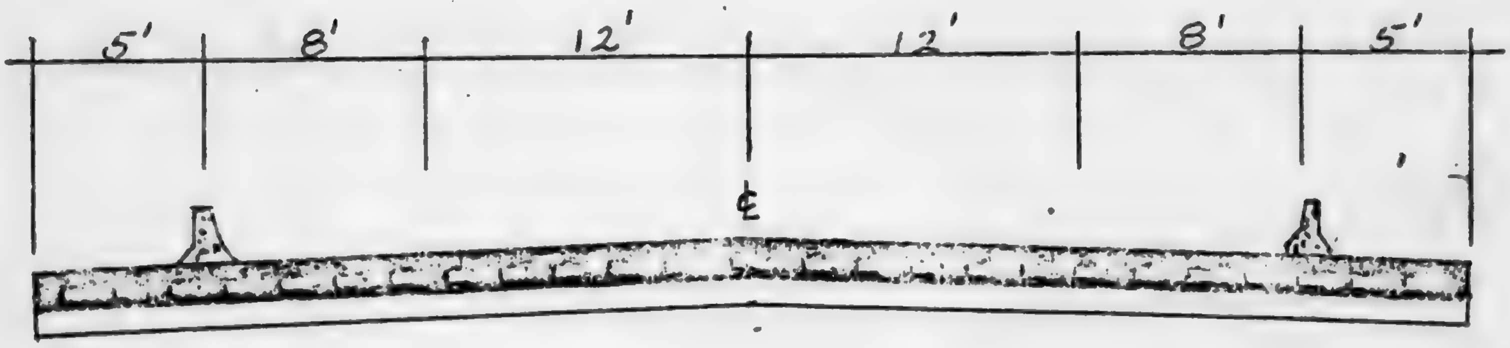
SUBMITTED BY J. R. Hagedorn, Region Federal Aid Specialist


END OF PROJECT
MP 50.20
BEGINNING OF PROJECT
MP 50.00
KLAMATH
RIVER

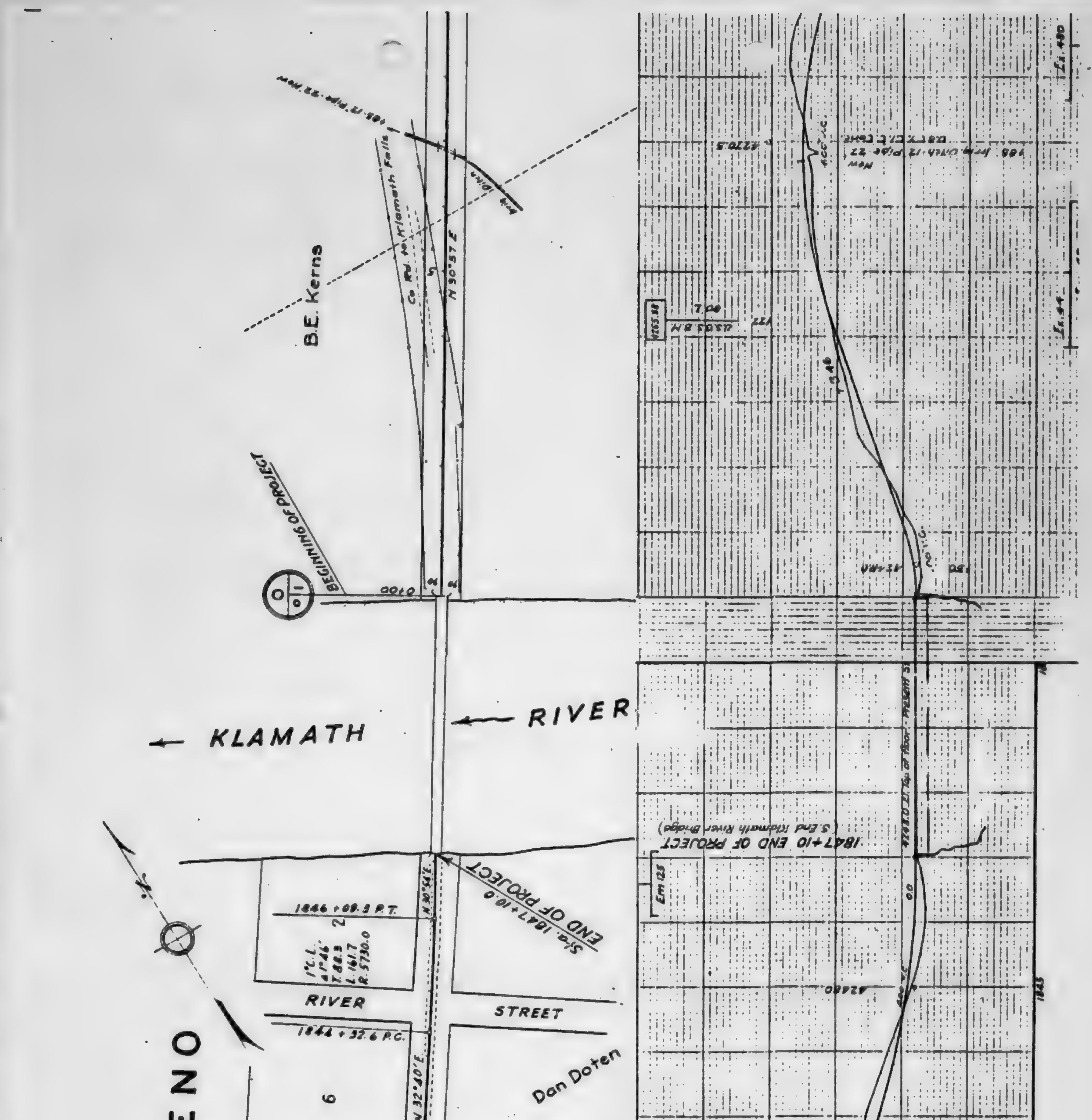
TYPICAL SECTIONS

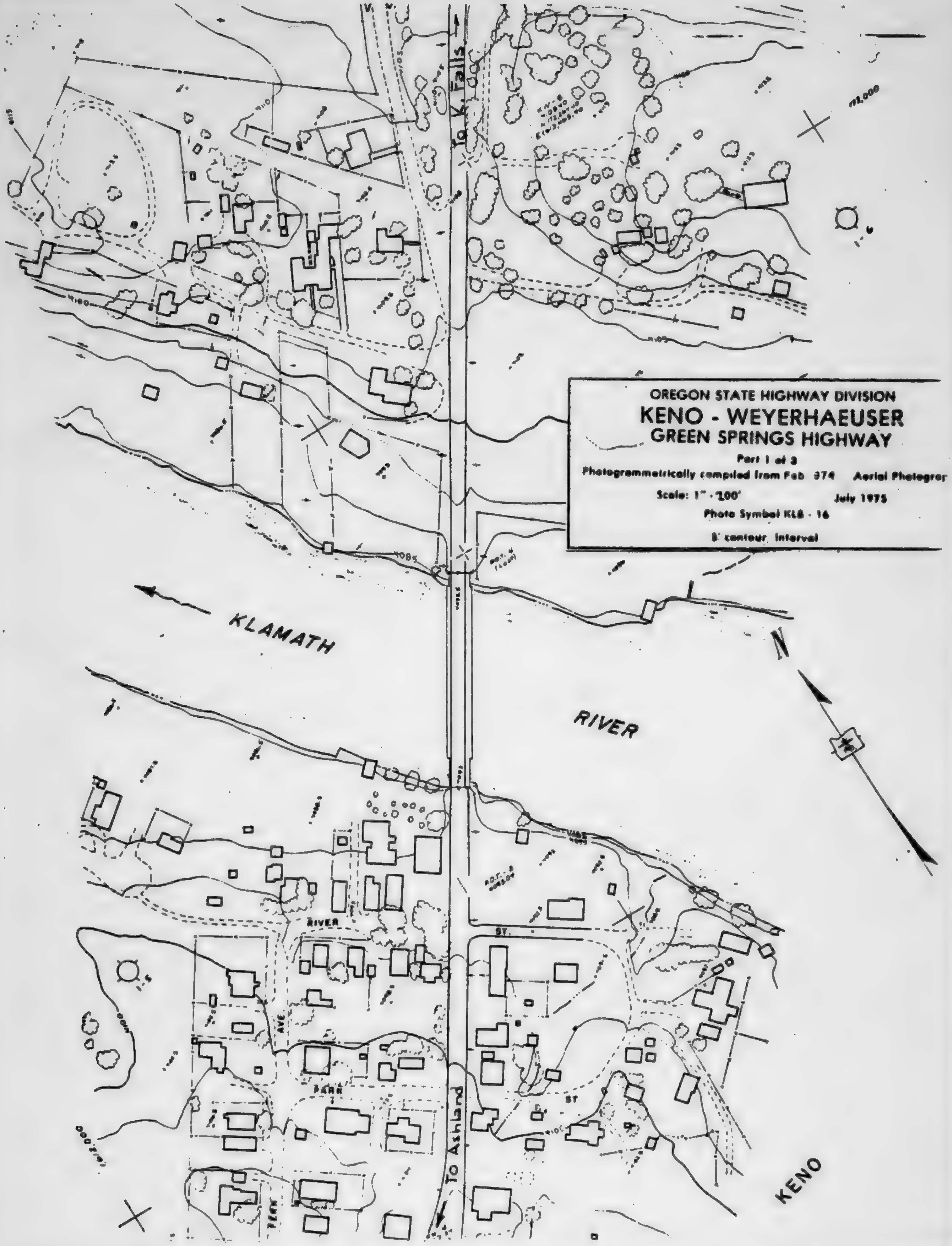

5'
8'
12'
12'
8'
5'
0.5'
0.5'

ROADWAY



STRUCTURE


B.E. Kerns
Co. Rd. to Klamath Falls
N 30°57' E
BEGINNING OF PROJECT
0+00
← KLAMATH
← RIVER
Sta. 1847+10.0
END OF PROJECT
1846+09.3 P.T.
N 30°51' E
RIVER
STREET
1844+32.6 P.C.
KENO
6
Dan Doten
N 32°40' E
PARK
STREET
1840+50.1 P.T.
PINE
STREET
1847+10 END OF PROJECT
(S. End Klamath River Bridge)
1840
1845



To K. Falls
KLAMATH
RIVER
N
RIVER
ST.
AVE.
PARK
ST
FERN
To Ashland
KENO

OREGON STATE HIGHWAY DIVISION

KENO - WEYERHAEUSER

GREEN SPRINGS HIGHWAY

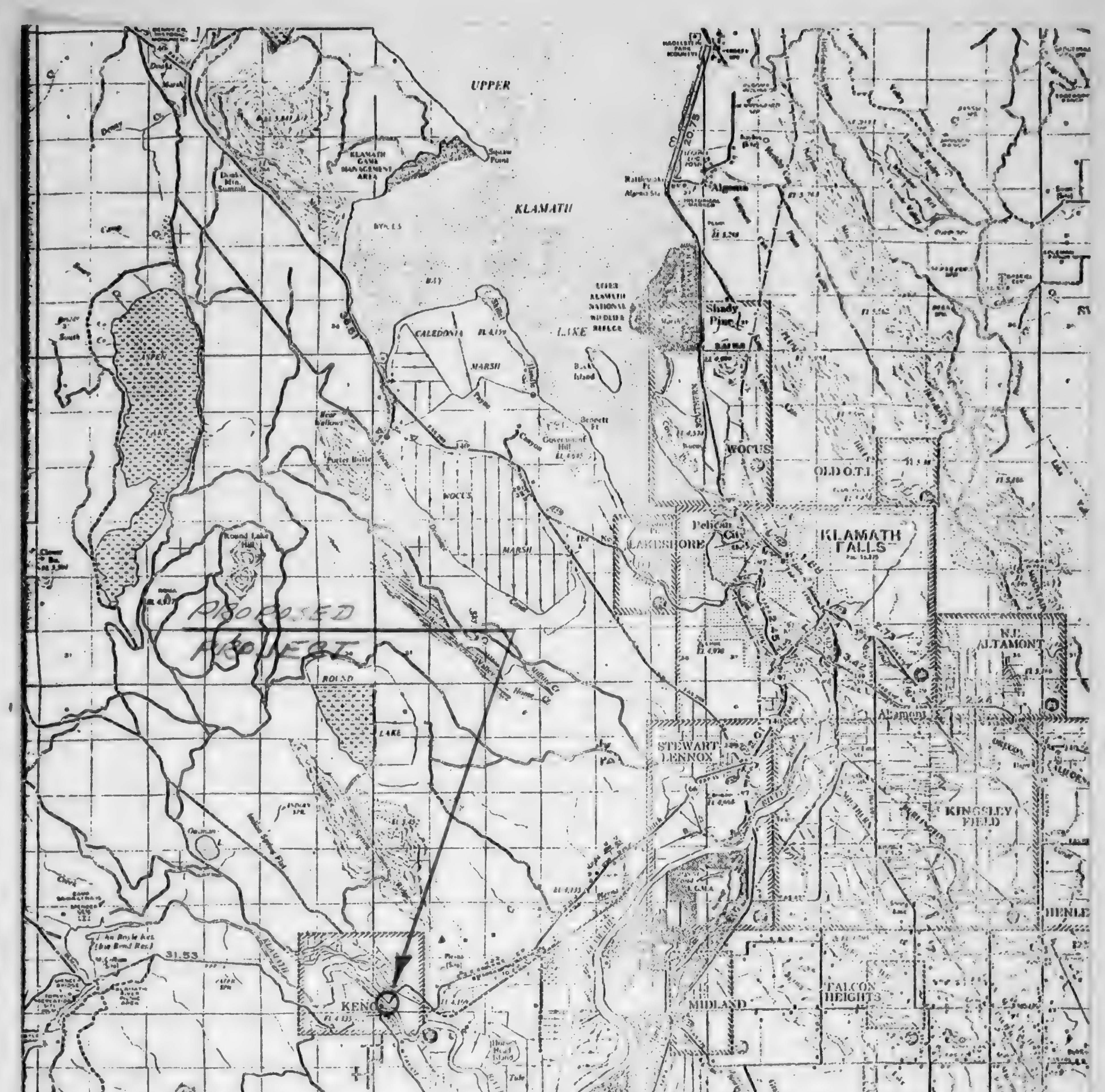
Part 1 of 3

Photogrammetrically compiled from Feb 374 Aerial Photogra

Scale: 1" - 200' July 1975

Photo Symbol KLB - 16

5' contour interval


UPPER
KLAMATH
BAY
LAKE
KLAMATH GAME MANAGEMENT AREA
Squaw Point
UPPER KLAMATH NATIONAL WILDLIFE REFUGE
Buck Island
Bennett Pt.
CALEDONIA
MARSH
WOCUS
MARSH
Government Hill
Bear Hollows
Porter Butte
ASPEN
LAKE
Round Lake Hill
PROPOSED PROJECT
ROUND
LAKE
Algoma
Shady Pine
WOCUS
OLD O.T.I.
LAKESHORE
Pelican City
KLAMATH FALLS
N.E. ALTAMONT
Altamont
STEWART LENNOX
KINGSLEY FIELD
HENLEY
MIDLAND
FALCON HEIGHTS
KENO
31.53
Chase Mtn.
BEAR
VALLEY
Wild Horse Bu.
WORDEN
KLAMATH

[illegible]

Mini 14-1-1
Klamath
R.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 11, 1982

TO: Executive Department
Federal-Aid Coordination Unit

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
20087	BRF-15(8)	Klamath River (Keno) Bridge OR 820317-045-2

CL:bkc
Enc.

cc: D.E. Wilken, FHWA
General Files

Form 734-3122

[illegible]

Kla. [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR Dept of Transportation, Highway Division

PROJECT TITLE: Klamath River Bridge KLAMATH

DATE: 4/13/82

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented.~~

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

BEN GIFFORD
3-16-82

RECEIVED
STATE HWY ENGR
APR 15 '82
REFER TO
FOR

Attachment

cc: Dale E. Wilken
H.S. Coulter✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(4)Engr: D.D. Allen
Dis.(11)Engr: J.L. Gunter

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820317-045-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
MAR 19 1982
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 820317-045-2 Return Date: APR 09 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

Phone Number [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RELATIONS DIVISION
APR 7 1982

PNRS STATE REVIEW

Project #: OR 820317-045-2 Return Date: APR 09

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(X) We have no comment our concerns are being met

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Klamath
RT 140
DOT

Agency SHPO By FOR FURTHER INFORMATION PLEASE CONTACT LELAND
Phone Number GILSEN AT 378-5023

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

APR 5 1982

PNRS STATE REVIEW

Project #: OR 820317-045-2

Return Date: APR 09 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency: Fish & Wildlife

By:

Phone Number: [illegible]

The Oregon Department of Fish and Wildlife has no objection to the replacement of the Klamath River (Keno) Bridge in Klamath County. Our district fish and wildlife biologists have been contacted about this proposed project and do not anticipate any significant environment conflicts if the following points are observed during construction:

1) Adequate measures should be taken to minimize turbidity which could arise during construction;
2) No pollutants of any type should be allowed to enter the river (i.e., petroleum products, fresh concrete, preservatives, etc.);
3) Soils disturbed by the project should be stabilized and revegetated;
4) All project debris should be removed from the stream; and,
5) Final planning and construction activities should be coordinated with Rod Ingram, district wildlife biologist, and John Fortune, district fish biologist, at Klamath Falls.

We appreciate the opportunity to review and comment on this project proposal.

cc: John Fortune/Rod Ingram

(2)

[illegible] 14-1-1
Kla: R

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO 6

March 16, 1982

TO: Executive Department
Federal Aid Coordination Unit

Klamath-Lake Planning & Coordinating Council
Lake County Courthouse
Lakeview, OR 97630

FROM: J L Gaither
D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 11
Section: Klamath River (Keno) Bridge
Highway: Green Springs Highway RT-140
County: Klamath

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be April 30, 1982.

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter
W.J. Hart
Reg. 4 Engr.: D.D. ALLEN
Dis. 11 Engr.: J.L. GUNTER
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
MAR 16 '82
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6565
01	12] PROJECT TITLE [71 Klamath River (Keno) Bridge			
11	12] PROJECT LOCATION—CITY Green Springs Highway RT-140	PROJECT LOCATION—COUNTY Klamath	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The proposed project is to replace the Klamath River Bridge at Keno, Oregon.

06 12] The Keno Bridge is a through deck arch bridge constructed in 1931. This [71

07 12] bridge has had problems with deteriorating concrete since its early days. [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
2,240,000	-----	560,000	-----	-----	2,800,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: March 16, 1982	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	April	30	1982

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: March 16, 1982

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 3 Project requiring an environmental assessment according to the new environmental quality guidelines.

EGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

BRF-15(-)

A. Project Identification:

Date March 12, 1982
Section Klamath River (Keno) Bridge
City Near Keno
Hwy. No. 21
Highway Green Springs
Begin M.P. 50.0
Length 0.2 mi.
County Klamath
Program Estimate $2,800,000.
Region 4
Funding Source HBR

B. Purpose, Need, and Description of Project (Describe Alternatives):

The proposed project is to replace the Klamath River Bridge at Keno, Oregon. The Keno Bridge is a through deck arch bridge constructed in 1931. This bridge has had problems with deteriorating concrete since its early days. Major repair of arches was done in 1973. Today the arches are in worse shape than in 1973. When patched, the old concrete underneath continues to deteriorate. Concrete deterioration under the blacktop is causing irreparable potholes in the A.C. It has been determined that the bridge has deteriorated to a point that replacement of the bridge is necessary. Two alternatives are under consideration. Alternative 1 would require the construction of a temporary bridge and a detour road around the existing bridge. The existing bridge would be removed and a new bridge constructed in the same location. The

(Continued on Page 1A)

C. Recommended Project Classification:

Project Class		Documentation	Other Documentation
	I	Draft and Final EIS	X Wetlands ~~Finding~~/Analysis
	II	Categorical Exclusion	X Endangered Species List
X	III	Environmental Assessment	Biologic Assessment
			X Cultural Resources Survey
			X Section 106 Procedures
			X Section 4(f) Evaluation
			X Noise Study Report
			Indirect Source Construction Permit

Basis for Recommended Classification:

Adverse impact to the historical character of this bridge warrant further evaluation to better assess the significance of these effects.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	no	no
Shoulders (Yes/No, Paved/Gravel)	Yes - paved	Yes - paved
Average Daily Traffic (Volume and Year)	3100 - 1980	
Alignment (New, Combined, Existing)		Existing
Speeds (Posted and Estimated)	55	55

B. Purpose, Need, and Description of Project (Cont.):

second alternative would construct the new bridge a short distance upstream or downstream from the existing bridge. The existing bridge would remain functional until the new bridge is completed. Both alternatives would provide for two travel lanes, shoulders, and sidewalks on either side or both sides of the bridge.

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres 0.4(±)

Estimated Number of Parcels 2

Residential Relocation (No.) 1 (maybe)

Business Relocation (No.) no

Describe:
A strip 50' x 600' more or less upstream from existing bridge for a detour. Could be a construction easement.

2. Estimated Impact on Land Use:
Impact on land use would be minimal. The first alternate would require some grassy land for a temporary detour. This would be restored to its original condition after the completion of the project. The second alternative would require some permanent acquisition of land east or west of the present right-of-way for the new road section. Depending on the section chosen, this would include farm land only; however, it is possible that the Keno Store could be involved if a realignment on the west side were chosen.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Safety will be enhanced by virtue of a wider structure which provides wider travel lanes and shoulders and possibly a sidewalk on each side.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:
According to the Klamath Falls office of the Fish and Wildlife Department, the waters in the vicinity of Keno Bridge have a permanent residence of warm water pan fish (Bass, Crappie, etc.). This section of the river contains large amounts of algae, especially during the summer months. Also, there is heavy sedimentation from surrounding farms in this area. A permanent population of Rainbow trout live downstream from the dam. During late winter and early spring these fish do

(Cont. on Page 2A)

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

The Keno Bridge is considered to be potentially eligible for the National Register of Historic Places. Both alternatives propose the construction of a new structure and elimination of the existing bridge. A full Cultural Resources Survey would be required as a part of the project.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

The fact that the bridge is potentially eligible for the National Register of Historic Places could become a critical concern. No controversy is known at this time.

Name of Preparer and Phone Number: Mike Whittam (378-8486)

(10-14-81)

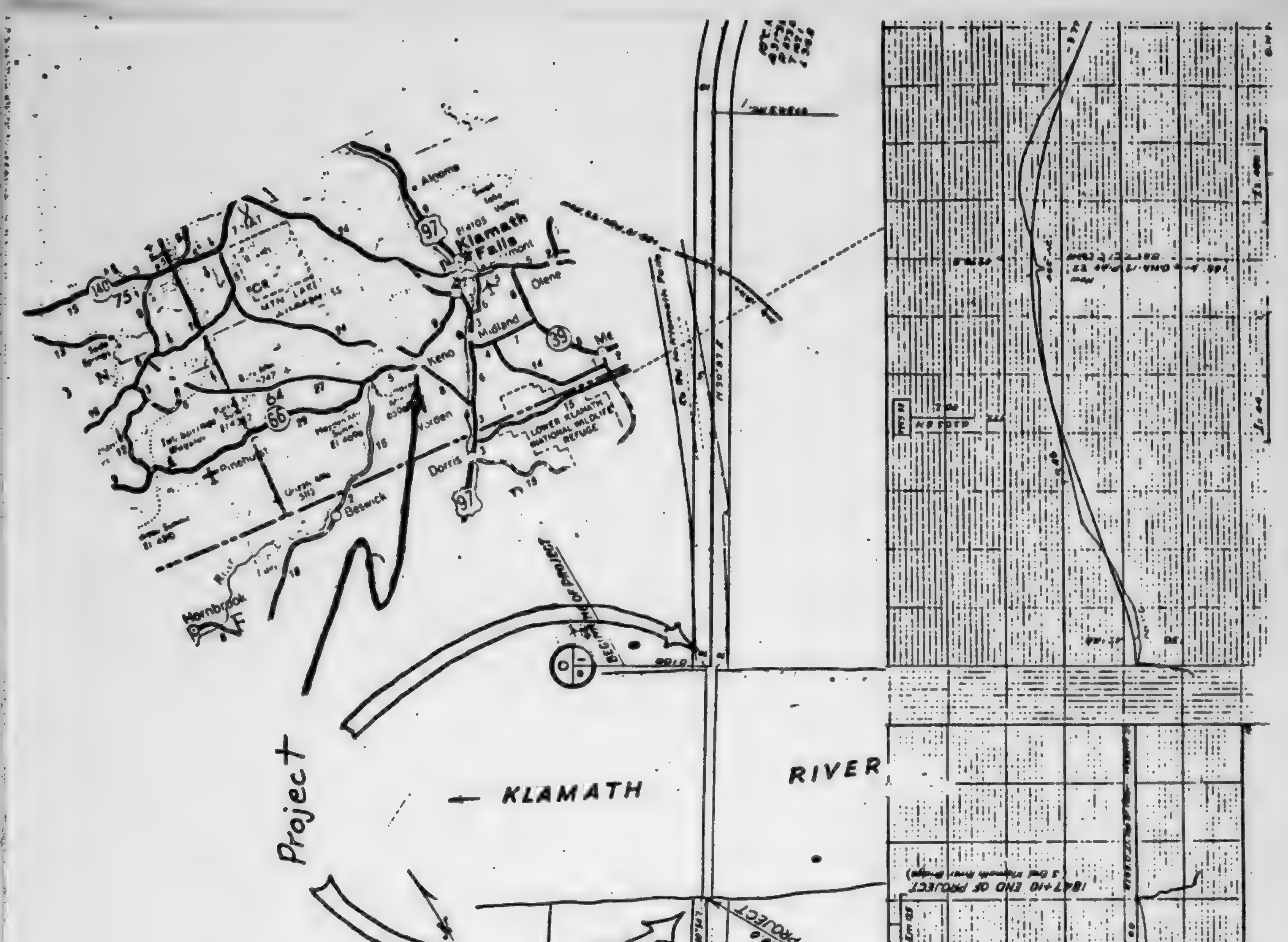
(Attach Project Location Map)

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources (Cont.):

migrate through the project area. However, they are only transient fish and are here a short time.

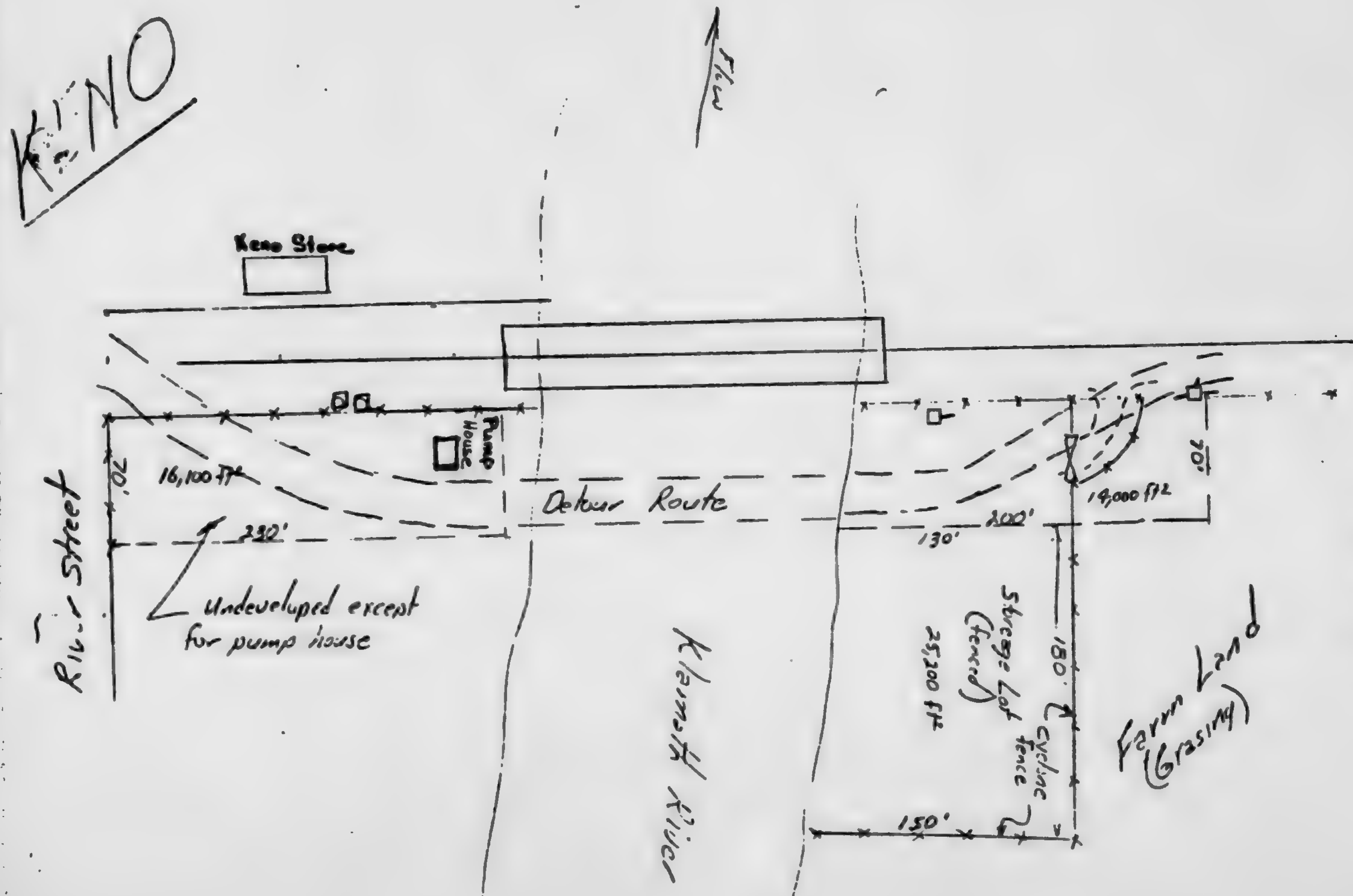
The Klamath Falls office of the Fish and Wildlife Department does not expect any major problems with the proposed project. They do not anticipate any major adverse effects to fish and wildlife if the project were advanced. The only concern would possibly be to the trout during their migration period.

There will be very little disturbance to the water quality of the river during construction. Precautions will be taken so that construction will have a minimal impact on fish populations.


Algoma
97
Klamath
Falls
Olene
Midland
39
Keno
Worden
Dorris
97
140
66
LOWER KLAMATH
NATIONAL WILDLIFE
REFUGE
Pinehurst
Beswick
Hornbrook
Project
BEGINNING OF PROJECT
KLAMATH
RIVER
END OF PROJECT
1847+10 END OF PROJECT
RIVER
STREET
KENO
Don Doten
PARK
STREET
PINE
STREET

Wayne F. Cobine

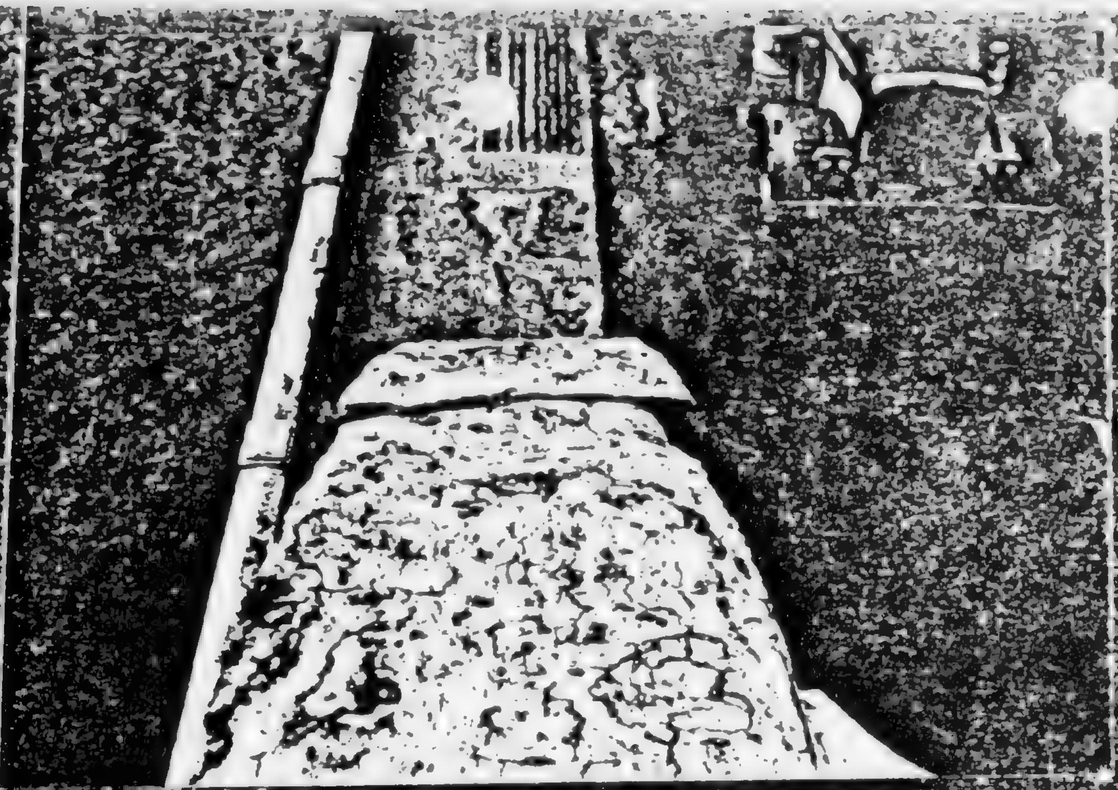
Possible Detour Route
Klamath River (Keno) Bridge Replacement
Green Springs Hwy.
Klamath County


KENO
Keno Store
Flow
To K Falls →
Pump House
70'
16,100 ft²
230'
Detour Route
130'
200'
19,000 ft²
70'
River Street
Undeveloped except for pump house
Klamath River
Storage Lot (fenced)
25,200 ft²
180'
Cyclone fence
150'
Farm Land (Grasing)

Temporery Easement

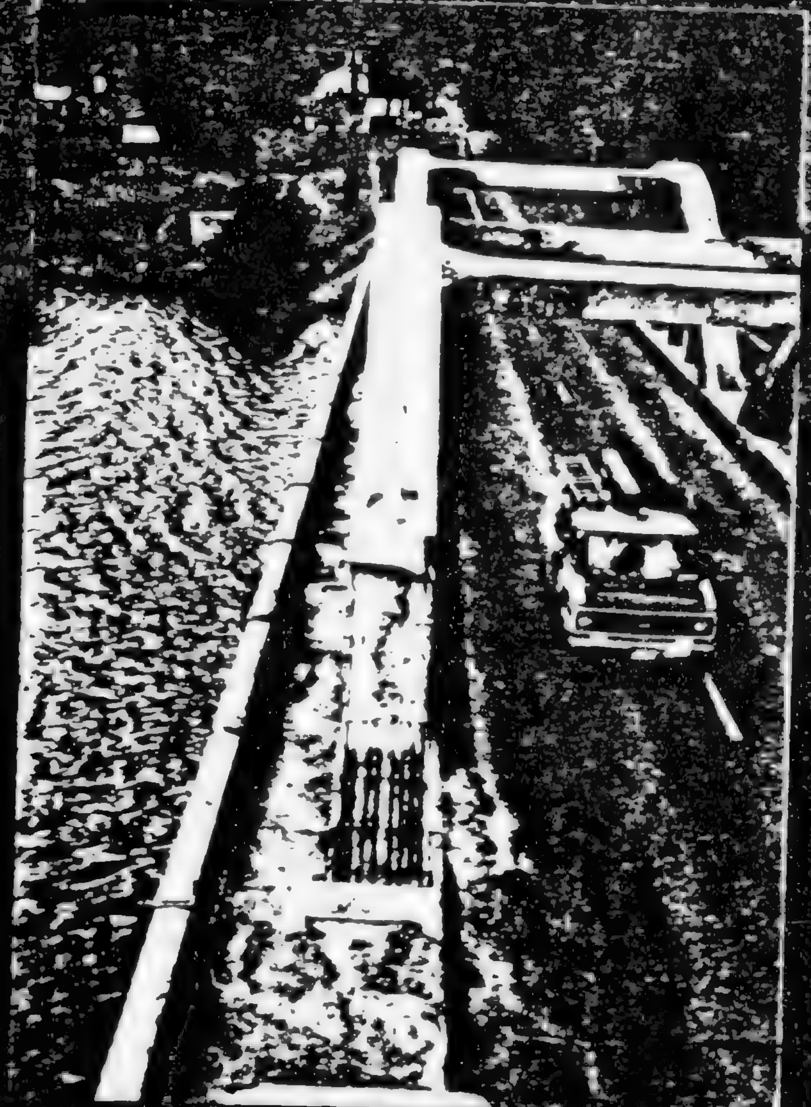
for Detour 30,100 ft² = 0.69 Acre

for Contractor Storage = 25,200 ft² = 0.58 Acre



1980 [illegible]

Looking back on li
from 1st shaft on the
3rd Arch Rt side
Toward exposed rock
in the 2nd Arch rib



1980

Looking back on Line
from the 3rd Arch Rt side
Toward the 2nd Arch Rib e
side)

9720

Hwy 21

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Klamath River (Keno) Bridge

HIGHWAY NAME: Green Springs

HIGHWAY NUMBER: 21

REGION 4	ADMINISTRATIVE DISTRICT 11	COUNTY Klamath	CITY Keno

LENGTH: 0.2 mi.

MILEPOST NUMBER: 50.0 TO 50.2

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER HBR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This project will be for replacing the existing bridge. Some grading and paving will be required at both approaches to the new structure.

A detour structure is proposed upstream from the existing bridge. The new bridge will be in approximately the same location as the old.

The R/W acquisition could be in the form of a construction easement.

Consideration should be given to a reduced structure width and need for two sidewalks on structure.

The proposed detour structure should be located to minimize impacts to adjacent property and improvements.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 3100

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☒	☐	☐	☐	☐
	PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH) 55	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☐ LIGHT ☒ MEDIUM ☐ HEAVY

1 Versteeg ✓
Anderson
3 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
MAR 23 1982
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

APPROVED
Location Engineer
Date 3-15-82

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

NOTED
L. K. WATSON

C Watson

RECEIVED
MAR 23 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

FORM 734-1730 (12-78) Page 1

3 · FEATURES

3 · FEATURES	EXISTI NUMBER AND WIDTH	PR OSED NUMBER AND WIDTH
TRAVEL LANES	2 - 12'	2 - 12'
SHOULDERS	-	2 - 8' (Road approach)
MEDIANS	--	--
PARKING LANES	--	--
SIDEWALKS	2 - 4'	2 - 5' (on Structure)
BIKEWAYS	--	No bicycle paths-bikes may use shldrs. or sidewalks.
INTERCHANGES	--	--
OTHER:	--	--

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☒	☐	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☒	☐	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☐	☒
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☐	☒
Landscaping	☐	☒	☐	Water District	☐	☐	☒
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River Klamath	☒	☐	☐	Div. of State Lands	☒	☐	☐
Stream	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☒	☐	☐	Corps of Engineers	☒	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☐	☒	Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source Commercial	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	—
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	6
P.S. & E. DOCUMENTS	( )	10
RECOMMENDED CONSTRUCTION DATE	______ (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Asphaltic Concrete	4"	4"
PMBB	6"	--
Aggregate Base	12"	--

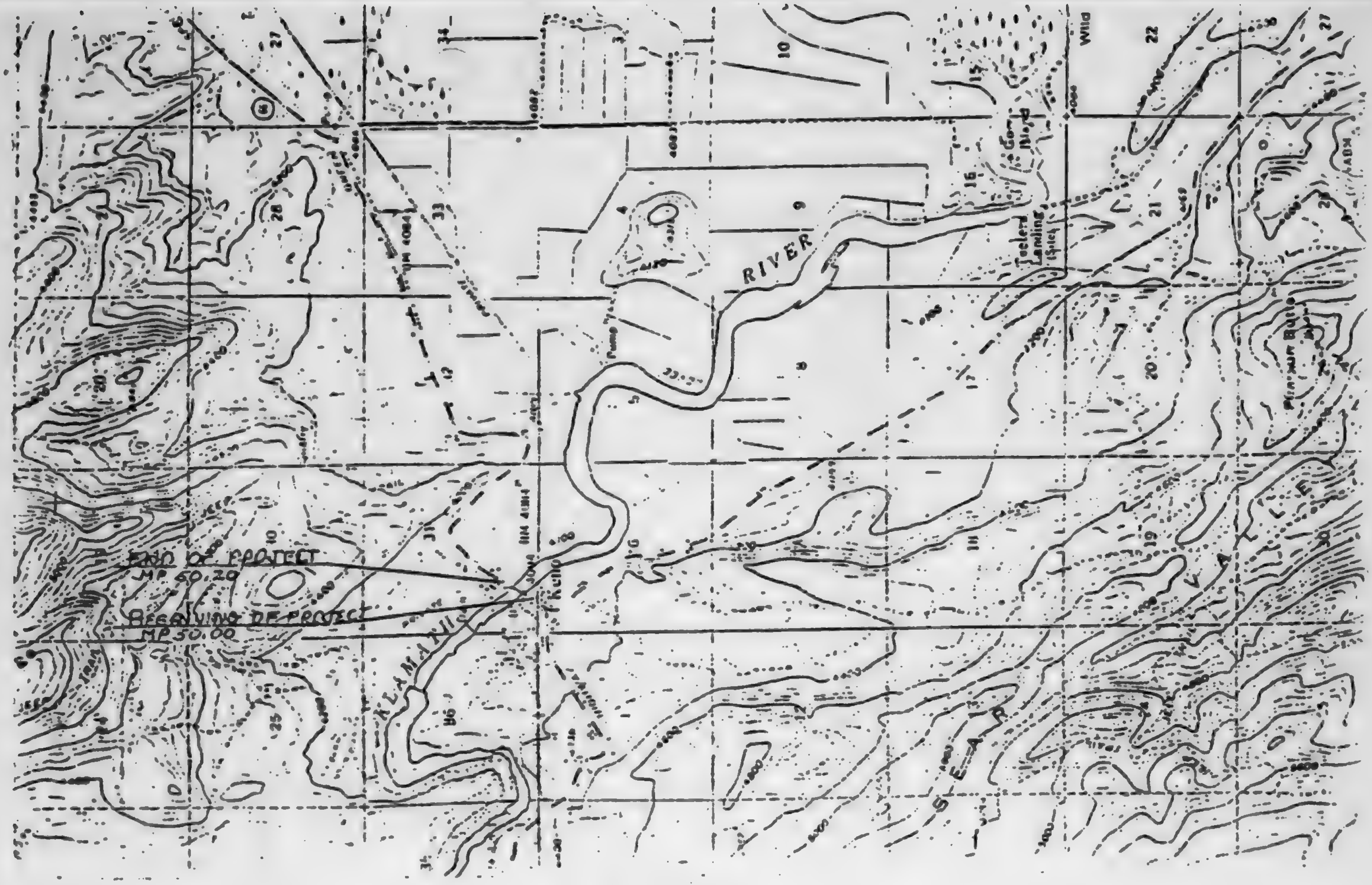
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

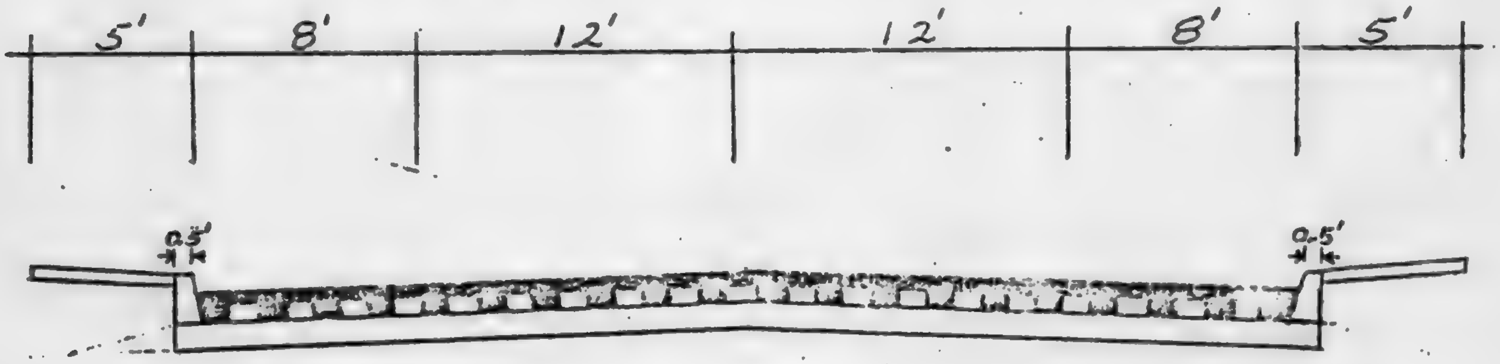
8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	30,000.	60,000
RIGHT OF WAY		
TRAFFIC CONTROL	10,000.	18.000
ILLUMINATION		
STRUCTURES 50' x 370'	2,224,000.	1.730.000
~~RAILROAD~~ Detour Str. 28' x 370'		235.000
ROADWAY	100,000.	100.000
OTHER Remove Extg. Str.		71 000
ENGINEERING & CONTINGENCIES ~~(20%)~~ 40%	466,000.	834.000
PROJECT TOTAL	$2,830,000.	$ 3.098.000

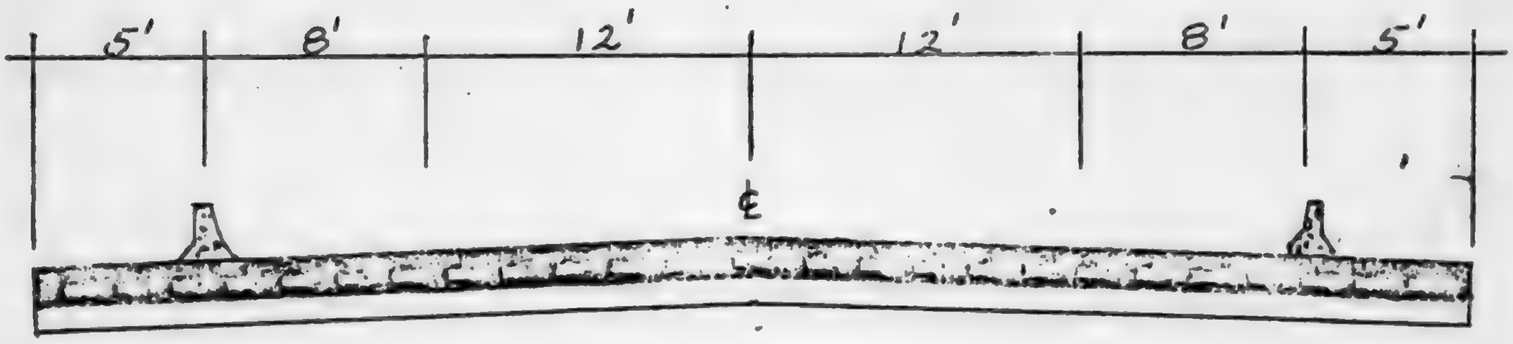
SUBMITTED BY
J. R. Hagedorn, Region Federal Aid Specialist


END OF PROJECT
MP 50.20
BEGINNING OF PROJECT
MP 50.00
RIVER
KLAMATH
Wild
Teeters Landing

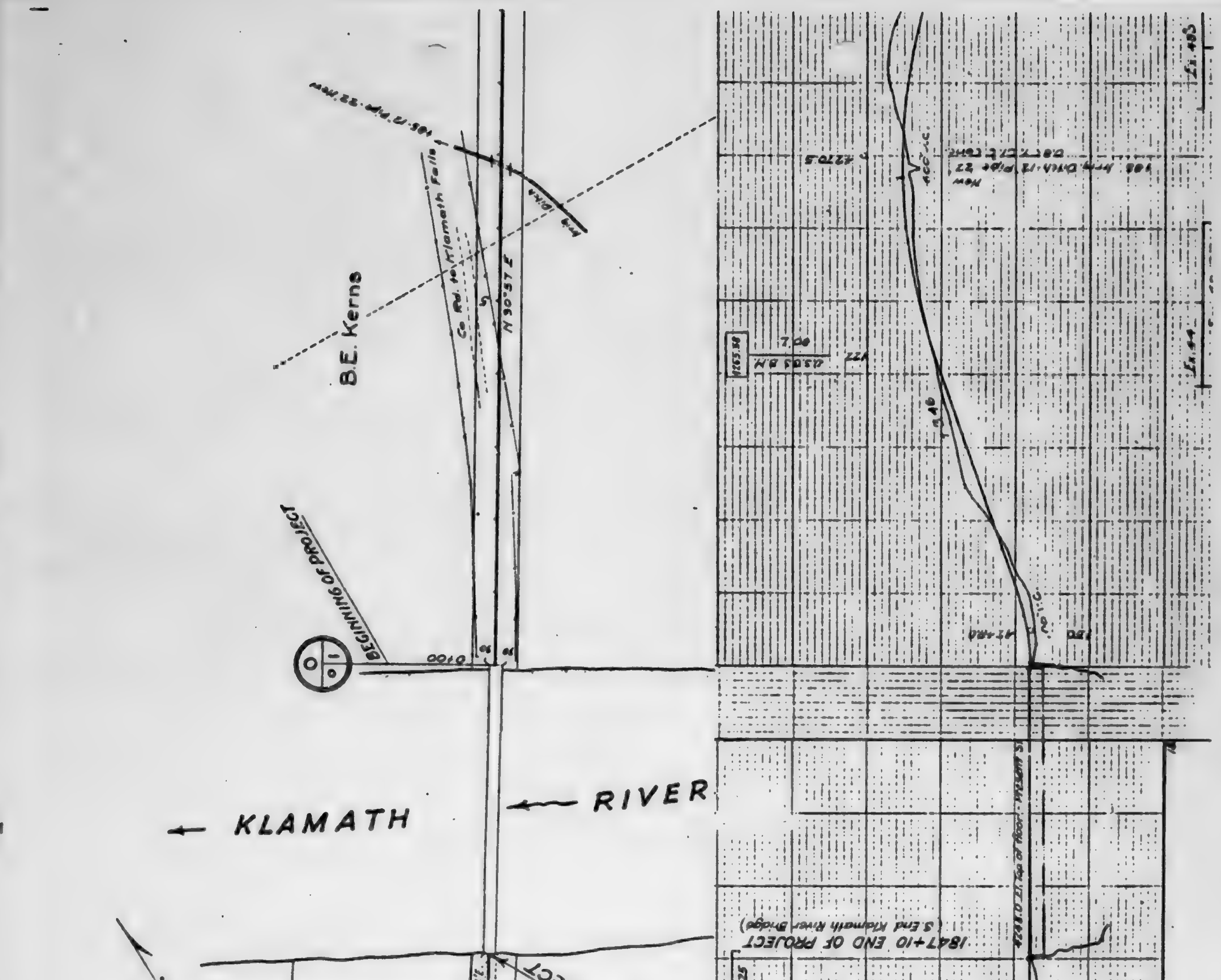
TYPICAL SECTIONS

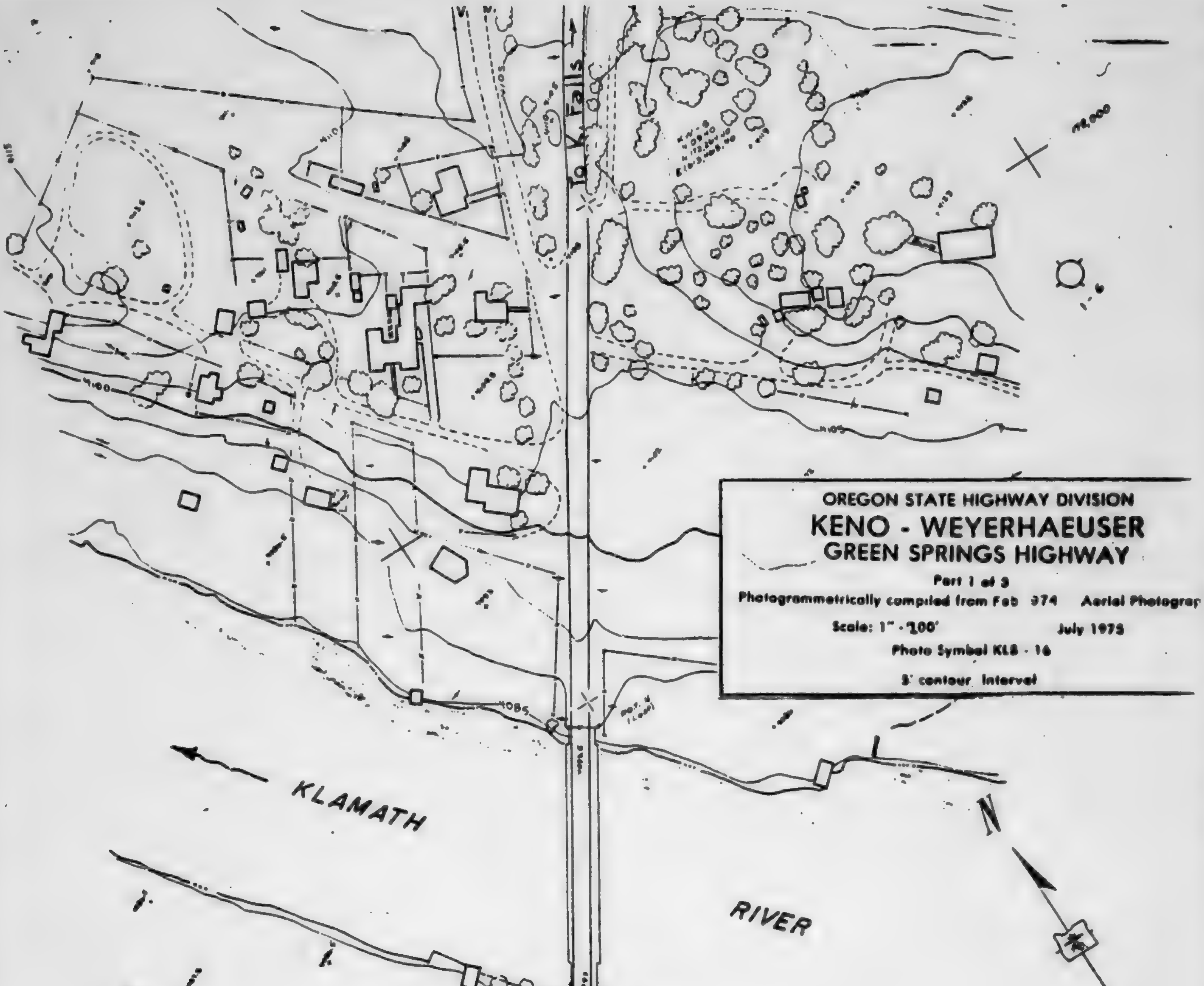

5'
8'
12'
12'
8'
5'
0.5'
0.5'

ROADWAY



STRUCTURE


B.E. Kerns
Co. Rd. to Klamath Falls
N 30°57' E
BEGINNING OF PROJECT
KLAMATH
RIVER
END OF PROJECT
Sta. 1847+10.0
1846+09.3 P.T.
N 30°54' E
RIVER
STREET
1844+32.6 P.C.
6
Dan Doten
N 32°40' E
KENO
PARK
STREET
1840+50.1 P.T.
5
PINE
STREET
1847+10 END OF PROJECT
(S. End Klamath River Bridge)
Em 125
1825
1840


To K. Falls
KLAMATH
RIVER
N
RIVER
ST.
AVE.
PARK
ST.
FERN
To Ashland
KENO

OREGON STATE HIGHWAY DIVISION

KENO - WEYERHAEUSER

GREEN SPRINGS HIGHWAY

Part 1 of 3

Photogrammetrically compiled from Feb 1974 Aerial Photograp

Scale: 1" - 200' July 1975

Photo Symbol KLB - 16

5' contour interval

9920

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

March 12, 1982

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR - 1 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RE: Project Classification
Klamath River (Keno) Bridge
Green Springs Highway
Klamath County
BRF-15(-)

Dear Mr. Wilken:

Attached is an environmental project classification for the subject project. It is our opinion that the project is appropriately classified as Class III, requiring the preparation of an environmental assessment according to the new Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

ENVIRONMENTAL SECTION
March 31, 1982

GAP:lb

Attachments (3)

cc: J. B. Boyd (3)
J. H. Versteeg (4)
B. L. Gifford (2)
D. H. Moehring
L. E. George (2)
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
Dale Allen
John Hagedorn
Rolland VanCleave
Wayne Cobine
Russ Graham
Don Keyes (8)

RECEIVED
MAR 15 1982
OREGON DIVISION

CONCUR:
Richard R. Arnold 3/30/82
for Division Administrator Date

Form 734-3122

79-20

STATE OF OREGON

INTEROFFICE MEMO

TO: Memo to the Files

DATE: April 8, 1981

FROM: Wayne F. Cobine
Resident Engineer

SUBJECT: Replacement
Klamath River
(Keno) Bridge

As per discussions with Dale Allen, I visited the existing bridge site and made a rough sketch of a possible detour route and with assistance from the right-of-way office an estimate of cost for a temporary easement was made at $1,500.

The existing bridge is on a tangent as it enters or leaves the town of Keno. Located in the southwest corner is the Keno Store which would be very costly if work was on that side.

It appears that two solutions are open to study. 1) Construct a detour structure to the east side and obtain a temporary easement as per the sketch map and then remove and construct the new bridge on the same alignment. 2) Construct a new bridge on the east side making reversing curves and then remove or leave the old bridge.

Of the two solutions mentioned a detour structure and replacement of the existing bridge is recommended over alternate #2.

WFC/jdm

enc.

cc: Region
Bridge
Design ✓

Vorstoeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

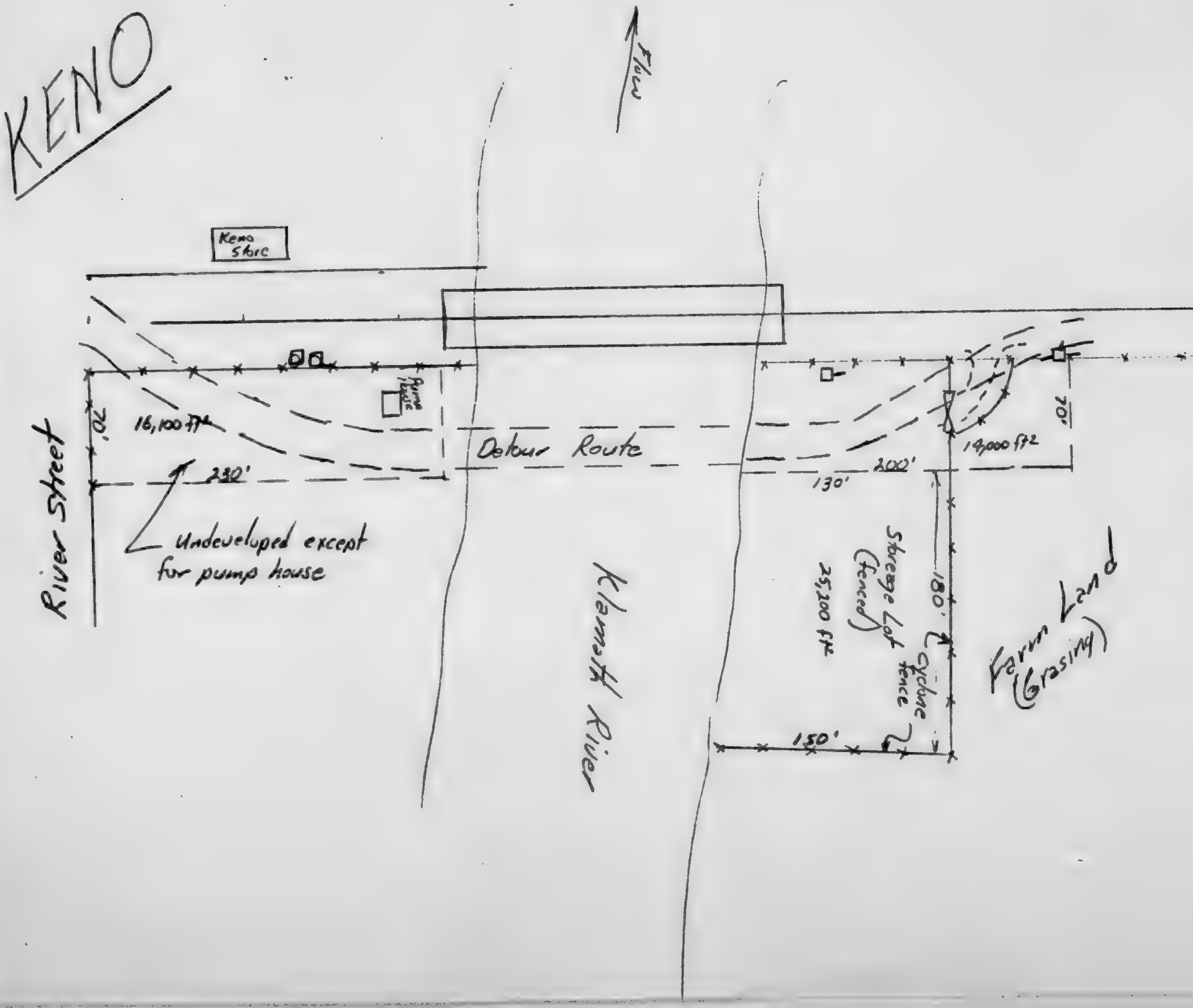
RECEIVED
APR 10 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___
Action

Contains Recycled Materials

4/1/81
Wayne F. Cobine

Sketch Map
Possible Detour Route
Klamath River (Keno) Bridge Replacement
Green Springs Hwy.
Klamath County


KENO
Keno Store
Flow
To K Falls →
Pump house
16,100 ft²
70'
230'
River Street
Undeveloped except for pump house
Detour Route
Klamath River
130'
200'
14,000 ft²
70'
180'
Storage Lot (fenced)
25,200 ft²
cyclone fence
150'
Farm Land (Grasing)

Temporary Easement
for Detour 30,100 ft² = 0.69 Acre
for Contractor Storage = 25,200 ft² = 0.58 Acre

Mai 34-1-1
Klamath
River

FRE #18

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Asst. State Hwy Engineer
Walt Hart, Bridge Section

DATE: March 16, 1981

FROM: Dale D. Allen
Region Engineer

SUBJECT: Klamath River (Keno) Bridge
Green Springs Highway, Klamath County
Bridge No. 980

NOTED
E. S. HUNTER

In the March 10, 1981 letter, Walt Hart advised the above structure should be replaced due to the extent of deterioration identified in the recent inspections.

Using the latest information, the sufficiency rating has been calculated and shows the structure has a rating of 33.

We have, therefore, included this structure in the revised priority listing of projects (Six-Year Program) for Region IV. Considering the design time and possible historical questions it would appear that the earliest the project could be replaced is FY 1983.

Walt, we are submitting through John Wood our sufficiency rating calculations. After these have been reviewed please advise Moehring's office of your recommendation for a letting date and project estimate. In the interim, we will show the project in Region IV, Six-Year Program update for FY 1983.

DA:mr

cc: E. S. Hunter
John Wood
Gary Potter
John Gunter

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 17 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials
81-125-1387

SP*75683-125

[illegible]
Klamath R.

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. D. Allen
Region IV Engineer

DATE: March 10, 1981 DES 23
986

FROM: Walter J. Hart
Bridge Engineer Walter J. Hart

SUBJECT: Klamath River (Keno) Bridge
Green Springs Highway
Klamath County
BR 986

I would agree that the problems with the reactive aggregate in the Keno Bridge have advanced to the stage where repairing the structure may not be practical. It would appear that we should give consideration to initiating steps leading to the construction of a new structure at this site.

The availability of funds plus the environmental and historical bridge questions associated with this crossing are going to be major hurdles in any replacement. The logical source of funding for replacement of a structure is from the Federal Highway Bridge Replacement Program. The Keno Bridge does not presently have a sufficiency rating low enough to qualify. This would appear to be inconsistent with the condition of the structure and should be reviewed.

A very preliminary estimate for a new bridge and approaches plus removal of the existing bridge is $2 million. The estimate for a basic repair which would remove six inches of concrete from the arch ribs and replace it with quality concrete plus epoxy grouting of the hangers is $500,000. Those repairs would simply be a delaying action and would to nothing for the problems below the top of the deck or the handrail. The repair approach is, therefore, not recommended.

WJH:jrb

cc: ✓E. S. Hunter
Gary Potter
Maintenance
Bill Quinn

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
MAR 10 '81
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials
81-125-1387

9-20

STATE OF OREGON

INTEROFFICE MEMO

MAI
986

TO: Mr. R. L. Schroeder
Maintenance Engineer

DATE: September 9, 1980

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:
Klamath R. (Keno) Bridge
Bridge 986

NOTED
E. S. HUNTER

The concrete in this structure is progressively deteriorating and repairs attempted to date have been unsuccessful. When deteriorated concrete is removed and patched, the original concrete will go bad under the new patch.

To remove and replace this structure would be quite expensive and generate a great deal of opposition from environmentalists. The structure is undoubtably eligible for the Historical Register as it is one of the few through arches by C. B. McCullough.

We are proposing a limited repair project be conducted by our Research Section to find a method or procedure to stop the deterioration and restore the structure.

We are requesting your approval to expend $10,000 of Maintenance funds for an initial research repair program.

TGT:smd

cc Dale Allen
~~E. S.~~ Hunter

RECEIVED
TECHNICAL SERVICES
SEP 10 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Contains Recycled Materials

STATE OF OREGON

INTEROFFICE MEMO

MAI
986

TO: Memo to the File

DATE: September 9, 1980

FROM: T. G. Thompson
Supervising Structural
Design Engineer

SUBJECT:
Klamath R.(Keno) Bridge
Bridge 986

Concrete deterioration and repair

History -

1930 - Reinforced concrete arch structure constructed

1934 - Noted some scaling of deck surface and sidewalk.

1935 - Minor cracking in sidewalk; surface disintegration and scaling in curb, sidewalk and rdwy. slab surface.

1937 - Arch rib scaling patched.

1940 - Clean, patch and waterproof with linseed oil treatment, concrete arches, handrail and curbs.

1944 - Waterproof and paint, chip and patch.

1973 - Major repair of arches where concrete had deteriorated.

1980 - Arches in worse condition than they were in 1973.

Observations -

1. Concrete cores taken from ribs and deck indicate concrete strength of undisturbed concrete to be adequate although all concrete can be pulverized by hammering. Cores were shorter than standard and indicated strengths of 4230 psi to 7260 psi are probably high but indicate good concrete strengths.

2. Test for chloride content show a maximum 1.32 lbs^{cl}/cu.yd. in the surface 1" and a maximum of 0.78 lb^{cl}/cu.yd. in the next inch of concrete. These levels of chloride would not cause the concrete to fail and there is no evidence of section loss in the exposed reinforcing steel.

Contains
Recycled
Materials
81-125-1387

3. Other structures in the Klamath Basin have deteriorating concrete.

4. When deteriorated concrete is removed to sound concrete and patched, the original concrete will go bad under the new patch.

5. This is a historical bridge and probably one of the few through arches by C. B. McCullough.

6. Removal and replacement would be expensive. Traffic handling would be difficult. Environmental problem on Klamath River would be a major problem.

Assumptions (Speculative Guesses)

1. Concrete made with reactive aggregate.

2. Water from patch concrete causes additional deterioration in the original concrete.

Considerations -

1. Remove all deteriorated concrete. May require deck system to be supported on falsework.

2. Protect old concrete. (A or B)

    A. Seal concrete with something that does not contain free water and does not require wetting of the original concrete.

    B. Coat old concrete with a neutralizing agent that would prevent reaction in old concrete until new concrete had hydrated and surface could be sealed.

3. Replace concrete using bonding coat if required.

Proposal -

ODOT Research Section set up a small scale research-test program to find method of patching and sealing concrete.

TGT:smd

Attachment

cc Dale Allen
John Wood
Gordon Beecroft
Wayne Coder

1985 Territorial Hwy. @ Lawrence 9921
Rd. Sec, Territorial Hwy. N. of Elmira.
(gr, pav, sig.)

C+A 8258 3-8-85

9921

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 30, 1986

Johnson, Quinn, Clifton & Larson, P.C.
Suite 1050 Citizens Building
975 Oak Street
Eugene, OR 97401

Attn. Jane N. Bolin

In response to your request, I am sending you copies of sheets 1, 2, 3 & 4 from the contract plans for the Territorial Highway at Lawrence Road project which we contracted in November 1984.

These plan sheets will provide the information regarding the grade reduction and intersection improvement that you requested by your letter of December 17, 1986.

There is no charge for these copies.

Wayne Cobine
Wayne F. Cobine, P.E.
Final Design Engineer

WFC:NC:ge

Encl.

1 RDE
FDE
SE
LE
LPE
GTE
PDE
PDS
RPM

RECEIVED

DEC 30 1986

ROAD DESIGN
SECTION

LPC
LA
LDS
RWD
FLC
OFFICE 2 Dist 1
Copy All
Return To

Form 734-3122

JOHNSON, QUINN, CLIFTON & LARSON, P. C.
ATTORNEYS AND COUNSELORS AT LAW
SUITE 1050 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401-3176
(503) 484-2434

ARTHUR C. JOHNSON
RICHARD K. QUINN
JACOB K. CLIFTON, JR.
RICHARD L. LARSON

JANE N. BOLIN
CLAUDIA F. INGRAM
DON CORSON
MIKE ELLICKSON

TELEX: II 9104592027 EUG
FAX: (503) 342-3638

December 17, 1986

Public Information Officer
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: Intersection of Territorial Road (Highway) and Lawrence Road, approximately 5 miles north, Veneta, Lane County, Oregon

Dear Sir:

Under the Oregon Public Records Law, we would like to request information and surveys of the Territorial Road described above. It is our understanding that extensive renovation and grade reduction has been done within the last two years.

Please be sure to bill us for any costs incurred. Thank you for your assistance.

Sincerely,

Jane N. Bolin

JNB:dm

-Norm-
Can you research this and get prints of the info. (if we have anything)?
Tom

RECEIVED
STATE HWY ENGR

DEC 22 '86

REFER TO
Joyce Veal
FOR

Info	Invest	K/D	D/R	Sign	Act	[illegible]
						✓

JOHNSON, QUINN, CLIFTON & LARSON, P. C.
ATTORNEYS AND COUNSELORS AT LAW
SUITE 1050 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401-3176
(503) 484-2434

ARTHUR C. JOHNSON
RICHARD K. QUINN
JACOB K. CLIFTON, JR.
RICHARD L. LARSON

JANE N. BOLIN
CLAUDIA F. INGRAM
DON CORSON
MIKE ELLICKSON

TELEX: II 9104592027 EUG
FAX: (503) 342-3636

December 17, 1986

Public Information Officer
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: Intersection of Territorial Road (Highway) and Lawrence Road, approximately 5 miles north, Veneta, Lane County, Oregon

Dear Sir:

Under the Oregon Public Records Law, we would like to request information and surveys of the Territorial Road described above. It is our understanding that extensive renovation and grade reduction has been done within the last two years.

incurred. Thank

RDE
FDE
SE
LE
LPE
OTE
PDE
PDS
RFM

RECEIVED
DEC 2 3 1986
ROAD DESIGN SECTION

OFFICE
Copy All
Return To

RECEIVED
STATE HWY ENGR
DEC 22 '86
REFER TO
Joyce Veal
FOR
Info | Invest | R/D | D/R | Sign | Act ✓

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 9-22-86	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-59(1)
COMPLETION DATE (Actual) 5-31-85	ACCEPTANCE DATE BY CONRTACT AGENCY 5-23-86	TIME ELAPSED N.A. %	CONTRACT TIME S.C.D. 7-4-85

LOCATION

State Road 200, 4 miles N.E. of Elmira

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

COPY SENT
SEP 24 1986
State Region D.C.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

TERRITORIAL HIGHWAY @ LAWRENCE RD.
TERRITORIAL HIGHWAY
Grading, Paving & Signal

Work completed under this project consisted of the construction of left turn lanes on improved vertical alignment requiring grading, drainage and AC pavement; installation of a flashing beacon, and other incidental work common to this type of project.

A contract in the amount of $202,054.90 was awarded Eugene Sand and Gravel, Inc. on November 8, 1984. Work began on April 23, 1985 and was completed in reasonably close conformance with the approved plans and specifications including approved changes on June 26, 1985 at a final estimated cost of $189,958.18 which includes $166,183.04 for original bid item work, $3,474.05 for work performed under price agreements, $1,301.09 for approved State Force work and $19,000 for construction engineering.

All work was completed on May 31, 1985 as compared to the specified completion date of July 4, 1985. All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division Office copy of this report.

- WNB -

NOTED
W. E. SCHWARTZ

cy
9/29

RECEIVED
STATE HWY ENGR
SEP 25 '86
REFER TO
Fredrickson
FOR
Inf Inv R/O D/R Sign Act File

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE WN Bryant	SIGNATURE
TITLE Area Engineer — DATE 9-23-86	TITLE District Engineer B — DATE 9/24/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
ROAD DESIGN SECTION 378-3487

INTERthe OFFICE MEMO
DES 16

TO: D. O. Christensen
Road Design Engineer

DATE: September 17, 1986

FROM: George F. Strawn
George F. Strawn
R/W Descriptions Supervisor

SUBJECT: Drawing No. 1RV-538 (2 Sheets)
Territorial Hwy. at Lawrence Road Section
Territorial Highway
Lane County

Enclosed is the Right of Way Plan for the subject project which will be submitted to the Federal Highway Administration for final approval.

Your approval and transmittal to Mr. Hunter is recommended.

Following approval by Mr. Hunter, please return the Plan to our office for further processing.

GFS:rlr
Attachment

APPROVED
Christensen

9/17 Signed by ESH
and returned.
cm

18-1307

97-21

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 8-24	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 5	8-7-86	Project Number HES-59(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 11, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 279,729	$ 251,322
Federal funds	$ 251,756	$ 226,189
Other revisions		

This modification is made for the following reasons: To release funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of AUG, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 29, 1986

Federal-Aid Project No. HES-59(1)

Territorial Highway @ Lawrence Road Section
Territorial Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	Lump Sum	All	Lump Sum	$ 14,000.00
			Total	$ 14,000.00

Type Code Y031
Traffic Signal

SFO No. 1-Temporary Flashing Beacon	Lump Sum	All	Lump Sum	$ 1,800.00
			Total	$ 1,800.00

Type Code ROW
Right-of-way

Right-of-way	Lump Sum	All	Lump Sum	$ 12,200.00
			Subtotal	$ 12,200.00
			Acquisition Expense	17,800.00
			Total	$ 30,000.00

Type Code Y008
Roadway (Sta. 240+00 to Sta. 258+20)

Item					
Temporary Guardrail, Type 2A	11.10	850	9,435.00	0	.00
Aggregate Base	9.25	1,200	11,100.00	760	7,030.00
Class C Asphalt Concrete	29.00	2,200	63,800.00	1,870	54,230.00
			$ 84,335.00		$ 61,260.00

Decrease	$ 23,075.00
Subtotal from estimate of Nov. 15, 1984	206,104.90
Subtotal	$ 183,029.90
Engineering	22,492.10
Total	$ 205,522.00

Length of Project	0.55 mi.

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	141	$ 14,000.00	$ 12,600.00	$ 1,400.00
Temporary Beacon	141	1,800.00	1,620.00	180.00
Right-of-way	141	30,000.00	27,000.00	3,000.00
Contract	141	205,522.00	184,969.00	20,553.00
Total		$251,322.00	$ 226,189.00	$ 25,133.00

Group 1 100%
Contract No. 9921
Prefix: 120-1907 P.E.
120-1070 Temporary Beacon
120-2535 R/W
C09921 Construction
RLC:bkb

4921

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12 · 253	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Lane
MODIFICATION NUMBER 4		Project Number HES-59(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 11, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 274,729	$ 279,729
Federal funds	$ 247,256	$ 251,756
Other revisions		

This modification is made for the following reasons:

To include increase in right-of-way acquisition costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon December 19, 1984

Federal-Aid Project No. HES-59(1)

Territorial Highway @ Lawrence Road Section
Territorial Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	Lump Sum	All	Lump Sum	$ 14,000.00
			TOTAL	14,000.00

Type Code Y031
Traffic Signal

SFO No. 1-Temporary Flashing Beacon	Lump Sum	All	Lump Sum	$ 1,800.00
			TOTAL	$ 1,800.00

Type Code ROW

Right of Way	Lump Sum	All	Lump Sum	$ 12,200.00
			SUBTOTAL	$ 12,200.00
			Acquisition Expense	17,800.00
			TOTAL	$ 30,000.00

Type Code Y008
Roadway (Sta. 240+00 to Sta. 258+20)

Total from Estimate of November 14, 1984	$ 233,929.00

Length of Project ------------------ 0.55 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 14,000.00	$ 12,600.00	$ 1,400.00
Temporary Beacon	1,800.00	1,620.00	180.00
Right of Way	30,000.00	27,000.00	3,000.00
Contract	233,929.00	210,536.00	23,393.00
TOTAL	$ 279,729.00	$ 251,756.00	$ 27,973.00

Group 1: 100%
Contract No. 9921
Prefix: 120-1907 P.E.
120-1070 Temporary Beacon
120-2535 R/W
120-1096 Construction
Appn Code 141

WH:me

9121

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-292	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State **Oregon**
PROJECT REPORT NUMBER		County **Lane**
MODIFICATION NUMBER **3**	11	Project Number **HES-59(1)**

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on **February 11**, 19**83**,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 40,800.00	$ 274,729.00
Federal funds	$ 36,720.00	$ 247,256.00
Other revisions		

This modification is made for the following reasons: **TO INCLUDE CONSTRUCTION PHASE.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne

For– **Manager, Program Section**
(Title)

~~XXX~~ **For: H.S. Coulter, P.E.**

State Highway Engineer
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   NOVEMBER 15, 1984

FEDERAL AID PROJECT NO. HES-59(1)

TERRITORIAL HIGHWAY @ LAWRENCE ROAD SECTION
TERRITORIAL HIGHWAY IN LANE COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	Lump Sum	All	Lump Sum	$ 14,000.00
		TOTAL		14,000.00

TYPE CODE Y031
TRAFFIC SIGNAL

SFO No. 1-Temporary Flashing Beacon	Lump Sum	All	Lump Sum	$ 1,800.00
		TOTAL		1,800.00

TYPE CODE ROW

Right of Way	Lump Sum	All	Lump Sum	$ 12,200.00
		SUBTOTAL		$ 12,200.00
		Acquisition Expense		12,800.00
		TOTAL		$ 25,000.00

TYPE CODE Y008
Roadway (Sta. 240+00 to Sta. 258+20)

Mobilization	Lump Sum	All	Lump Sum	$ 3,200.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,700.00
Temporary Signs	Sq. Ft.	172	5.00	860.00
Temporary Barricades	Each	6	80.00	480.00
Temporary Guard Rail, Type 2A	Lin. Ft.	850	11.10	9,435.00
Flaggers	Hour	600	16.00	9,600.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	6,200.00
General Excavation	Cu. Yd.	5,527	4.90	27,082.30
Trench Excavation	Cu. Yd.	160	1.00	160.00
Aggregate Base	Ton	1,200	9.25	11,100.00
Treated Base	Ton	3,500	13.33	46,655.00
Class "C" Asphalt Concrete	Ton	2,200	29.00	63,800.00
12-inch Culvert Pipe	Lin. Ft.	244	11.40	2,781.60
18-inch Culvert Pipe	Lin. Ft.	90	16.10	1,449.00

36-inch Culvert Pipe	Lin. Ft.	16	130.00	2,080.00
Extra for Pipe Under Pavement	Lin. Ft.	55	1.00	55.00
Type 2 Fence	Lin. Ft.	600	3.00	1,800.00
16' x 48" Single Gates	Each	2	250.00	500.00
Paved End Slopes	Sq. Ft.	108	9.25	999.00
Extra for Asphalt Approaches	Each	12	50.00	600.00
Delineators, Type 2	Each	40	25.00	1,000.00
Flashing Beacon Installation, Complete	Lump Sum	All	Lump Sum	9,068.00
				$ 201,604.90

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,500.00
Temporary Pavement Striping	All Required	1,250.00
Roadside Seeding and Mulching	All Required	750.00
		$ 4,500.00
	Subtotal	$ 206,104.90
	Engineering	27,824.10
	Total	$ 233,929.00

Length of Project --------------- 0.55 mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 14,000.00	$ 12,600.00	$ 1,400.00
Temporary Beacon	1,800.00	1,620.00	180.00
Right of Way	25,000.00	22,500.00	2,500.00
Contract	233,929.00	210,536.00	23,393.00
TOTAL	$274,729.00	$247,256.00	$27,473.00

Group 1: 100%
Contract No. 9921
Prefix: 120-1907 P.E.
120-1070 Temporary Beacon
120-2535 R/W
120-1096 Construction
Appn Code 141

Nonparticipating Work

Single Mailbox Supports	Each	3	150.00	$ 450.00

RDS :me

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 8-89	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
MODIFICATION NUMBER 2		Project Number HES-59(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 11, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 29,800	$ 40,800
Federal funds	$ 26,820	$ 36,720
Other revisions		

This modification is made for the following reasons: to include increased right-of-way acquisition costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 31, 1984

FEDERAL AID PROJECT NO. HES-59(1)

TERRITORIAL HWY. @ LAWRENCE RD. SECTION
TERRITORIAL HIGHWAY IN LANE COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	Lump Sum	All	--	$14,000.00
		TOTAL		$14,000.00

TYPE CODE Y031
TRAFFIC SIGNAL

SFO No. 1-Temporary Flashing Beacon	Lump Sum	All	--	$ 1,800.00
		TOTAL		$ 1,800.00

TYPE CODE ROW

Right of Way	Lump Sum	All	--	$12,200.00
		SUBTOTAL		$12,200.00
		Acquisition Expense		12,800.00
		TOTAL		$25,000.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$ 14,000.00	$ 12,600.00	$ 1,400.00
Temporary Beacon	1,800.00	1,620.00	180.00
Right of Way	25,000.00	22,500.00	2,500.00
SUBTOTAL	$ 40,800.00	$ 36,720.00	$ 4,080.00
RETAIN IN PROGRAM			
Contract Work	$218,200.00	$196,380.00	$21,820.00
TOTAL	$259,000.00	$233,100.00	$25,900.00

Group 1: 100%
Prefix: 120-1907 P.E.
Prefix: 120-1070 Temp. Flashing Beacon
Prefix: 120-2535 Right of Way

RDS:pf

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 2-196

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-27-84

State Oregon

County Lane

Project Number HES-59(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 11, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,800.00	$ 29,800.00
Federal funds	$ 14,220.00	$ 26,820.00
Other revisions		

This modification is made for the following reasons: to include approved increase for acquisition of right-of-way.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of February, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon February 23, 1984

Federal-Aid Project No. HES-59(1)

Territorial Hwy. @ Lawrence Rd. Section
Territorial Highway
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 14,000.00
		Total	14,000.00

Type Code Y031
Traffic Signal

SFO No. 1-Temporary Flashing Beacon	All Required		$ 1,800.00
		Total	$ 1,800.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required		$ 12,200.00
		Subtotal	$ 12,200.00
	Acquisition Expense		1,800.00
		Total	$ 14,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 14,000.00	$ 12,600.00	$ 1,400.00
Temporary Beacon	1,800.00	1,620.00	180.00
Right-of-Way	14,000.00	12,600.00	1,400.00
Subtotal	$ 29,800.00	$ 26,820.00	$ 2,980.00
Retain in Program			
Contract Work	218,200.00	196,380.00	21,820.00
Total	$ 248,000.00	$ 223,200.00	$ 24,800.00

Group 1 100%
Prefix: 120-1907 P.E.
120-1070 Temp. Flashing Beacon
120-2535 Right-of-Way

RDS:bkb

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 2-84	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Lane Project No. HES-59(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 200, 4 mi. N.E. of Elmira

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	1-25-83	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)* Temp. Beacon	10-25-82	0.0

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 15,800.00	$ 14,220.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Program Section Manager
(Title)

XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator FEB [illegible] 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

to file

Oregon State Highway Division
Salem, Oregon February 11, 1983

Federal-Aid Project
No. HES-59(1)

Territorial Hwy. @ Lawrence Rd. Section
Territorial Highway in Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$14,000.00
	Total	$14,000.00

Type Code Y031
Traffic Signal

SFO 1 Temporary Flashing Beacon	All Required	$ 1,800.00
	Total	$ 1,800.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
P.E.	$ 14,000.00	$ 12,600.00	$ 1,400.00
Temporary Beacon	1,800.00	1,620.00	180.00
Subtotal	$ 15,800.00	$ 14,220.00	$ 1,580.00
Retain in Program			
Right-of-Way	6,000.00	5,400.00	600.00
Contract Work	218,200.00	196,380.00	21,820.00
Total	$240,000.00	$216,000.00	$24,000.00

Group 1 100%
Prefix: 120-1907 P.E.
120-1070 Temp. Flashing Beacon

9921

June 2, 1986

CON 5 - 9921

The Travelers Indemnity Co.
Surety Department
111 S.W. 5th, #1600
Portland, OR 97204

Contract No. 9921 awarded to Eugene Sand & Gravel, Inc., for work on the Territorial Highway at Lawrence Road in Lane County was completed on January 27, 1986, and accepted by the State Highway Division on May 23, 1986.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before June 9, 1986.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

fkn
cc Eugene Sand & Gravel, Inc.
3000 North Delta Highway
Eugene, OR 97440

Corroon & Black of Oregon
1600 SW 4th Avenue
Portland, OR 97201

bc C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Jim Gix

9921

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5
9921

TO: Robert Gormsen
Manager, Commission Services

DATE: May 23, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9921, On Site Work Substantially Completed May 31, 1985

All Work Completed January 27, 1986

Project Territorial Hwy. @ Lawrence Road

Highway Territorial

County Lane

Type of Work Grading, Paving and Signal

Contractor Eugene Sand & Gravel, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

noted
Reg

6/12 [illegible]
all [illegible]

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9921

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Territorial Highway @ Lawrence Rd.

WEEK ENDING: January 25, 1986

SECTION PREFIX: EA# C09921

HIGHWAY: Territorial Hwy.

COUNTY: Lane

NAME OF JOB: Territorial Hwy. @ Lawrence Rd.

KIND OF WORK: Grading, Paving, and Signal

CONTRACTOR: Eugene Sand & Gravel

CONTRACT NUMBER: 9921

FEDERAL AID PROJECT NUMBER: HES 59(1)

DATE OF CONTRACT: Nov. 8, 1984

DATE WORK STARTED: APRIL 23, 1985

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: July 4, 1985

PERCENT OF TIME ELAPSED: N/A

PROJECT AUTHORIZATION: $ 234,439.81

EXCLUSIVE OF ENGINEERING: $ 215,849.87

ENGINEERING AUTHORIZATION: $ 18,589.94

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 197,000.00

ENGINEERING COST TO DATE: $ 18,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8.7 %

PERCENT OF AUTHORIZATION: 96 %

DATE PROJECT WAS COMPLETED: JUNE 26, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.31	.31			.31
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,527	4,700			2200
TOTAL QUANTITIES CORRECTED TO DATE	5,540	4,100			2000
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,549	4,100			2000
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

EA # C09921 GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK DATE: Jan.25,1986

REPORT #[illegible]

1/19/86 SUNDAY	No Activity.
1/20/86 MONDAY	No Activity.
1/21/86 TUESDAY	No Activity.
1/22/86 WEDNESDAY	No Activity.
1/23/86 THURSDAY	No Activity.
1/24/86 FRIDAY	No Activity.
1/25/86 SATURDAY	No Activity.

REMARKS

STATUS: 1st Notification April 23, 1985
2nd Notification June 26, 1985.
Semi-final submitted January 24, 1986.
Final report.

SIGNED D W Greene LOCATION Eugene
D. W. Greene, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9921 N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: July 24, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

NOTED
H.S. COULTER

CON 5

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-59(1)

Contract 9921, Work Completed May 31, 1985

Project Territorial Hwy. @ Lawrence Road

Highway Territorial

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-21-85
513

G. K. Hossner
for Dale E. Wilken
Division Administrator

BMW:mk

cc: H. S. Coulter ✓
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
AUG - 5 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
OE___ FE___ CP___
CA___ AUG 2 1985 PQC___
CAM___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

734-2023 (2-85)

jc STATE COPY cc: OSHD(Coulter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon

IN COMPANY WITH
Doug Green, Project Manager; OSHD

DATE OF INSPECTION June 21, 1985	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. HES-59(1)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED See Comments %	WORK COMPLETED 100 %

TERRITORIAL HIGHWAY @ LAWRENCE RD.
TERRITORIAL HIGHWAY
Grading, Paving & Signal

Work completed under this project consisted of the construction of left turn lanes on improved vertical alignment requiring grading, drainage and AC pavement; installation of a flashing beacon, and other incidental work common to this type of project.

A contract in the amount of $202,054.90 was awarded Eugene Sand and Gravel, Inc. on November 8, 1984. Work began on April 23, 1985 and was completed in reasonably close conformance with the approved plans and specifications including approved changes on June 26, 1985 at a final estimated cost of $192,500.00 which includes $165,442.08 for original bid item work, $4,718.00 for work performed under approved price agreements, $3,750.00 for approved State Force work and $18,589.94 for construction engineering to date.

All work was completed on June 26, 1985 as compared to the specified completion date of July 4, 1985.

Project records indicate that all materials incorporated into the work were in reasonable close conformance with the approved specifications.

Acceptance of the contract work is recommended.

- WNB -

RECEIVED
STATE HWY ENGR
JUL 15 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/O	D/R	Sign	Act	File

CY
7/16

F

Form FHWA-1446A
(Rev. 2-84)

March 8, 1985

AGR

Director of Public Works
Lane County
3040 North Delta Highway
Eugene, OR 97401

MISC. CONTRACTS and
AGREEMENTS No.____

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of a flashing beacon and construction of left-turn pockets at Lawrence Road on the Territorial Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment
bc; Gary Potter
FKN:js

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: August 31, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Territorial Highway MP 14.60 to MP 14.85

Region 3 has requested a project to install a flashing beacon and left turn pockets at Lawrence Road on the Territorial Highway. Also, included will be a grade revision to lower a vertical curve on the North approach to the intersection.

The grading and paving work will be accomplished by contract. The flashing beacon installation and all phases of engineering will be accomplished by State Forces.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Territorial Highway @ Lawrence Road Lane County	$240,000	$216,000	$24,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

RHB:kh
Att.

[illegible] files

APPROVED:

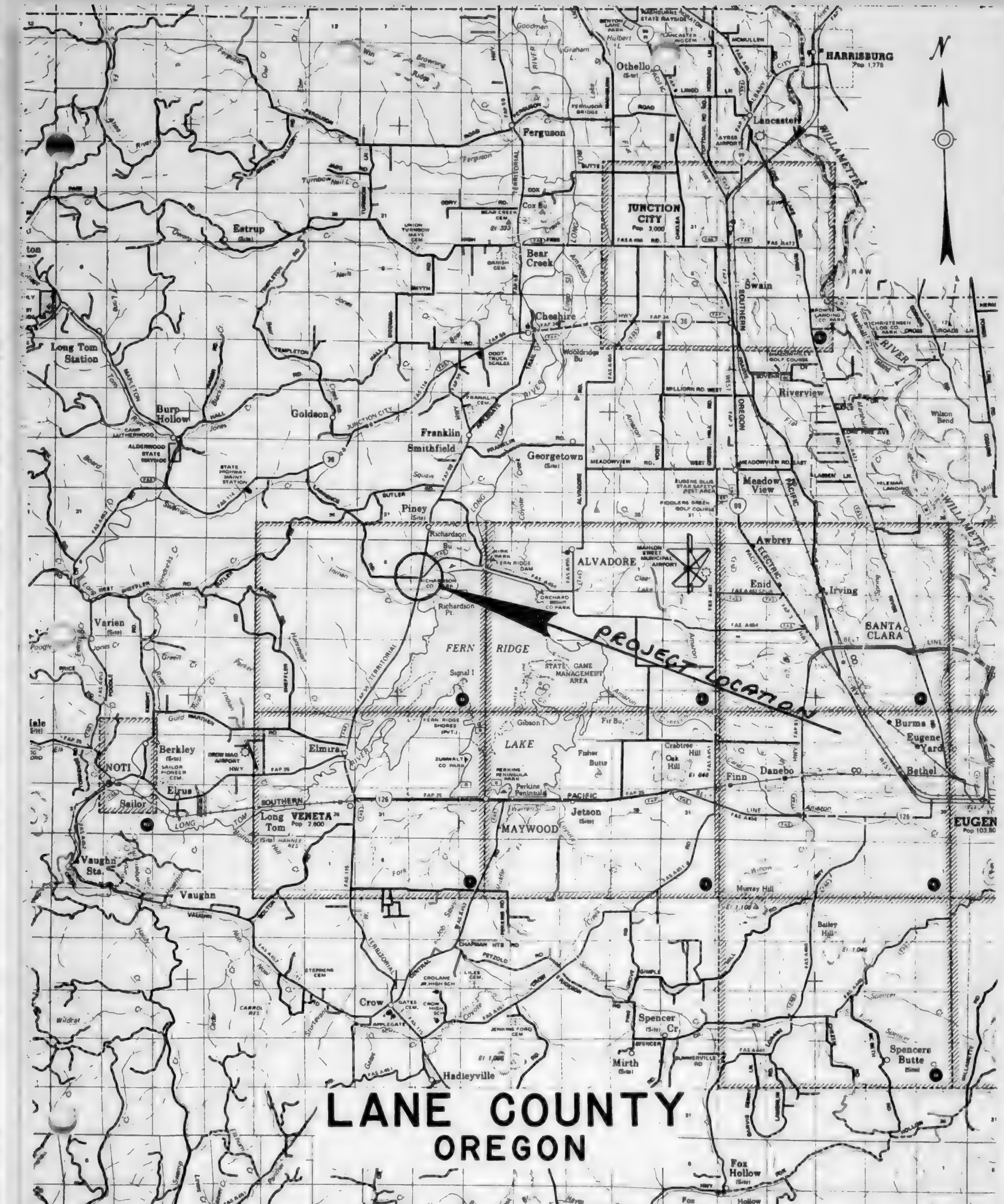
H S Coulter
State Highway Engineer

DATE: 9/1/82

RECEIVED
STATE HWY ENGR
SEP 1 '82
REFER TO

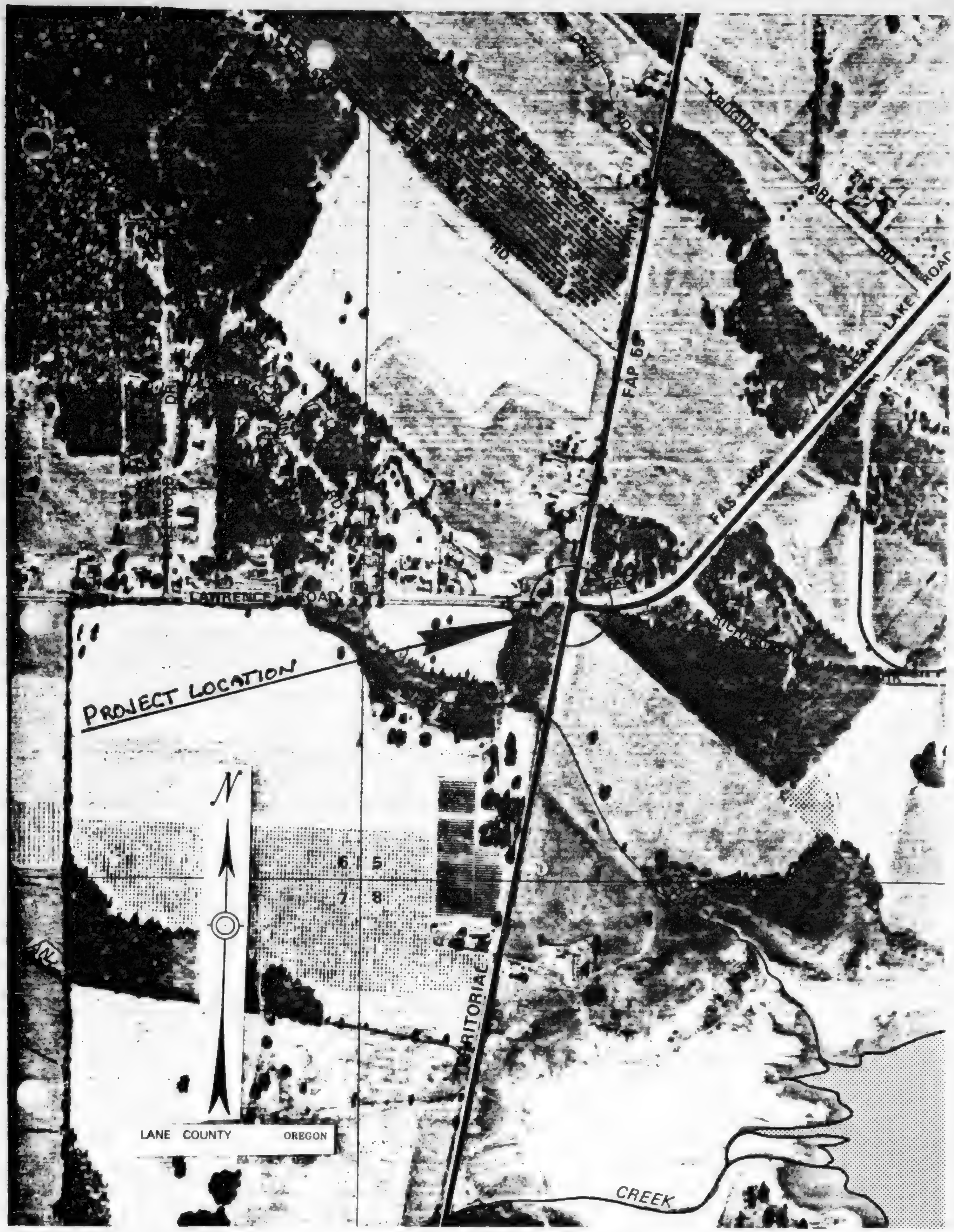
FOR

Info	Inves	R/D	D/R	Sign	Act	File



N
HARRISBURG
Pop 1,775
Othello (Site)
Ferguson
Lancaster
JUNCTION CITY
Pop 3,000
Estrup (Site)
Bear Creek
Swain
Cheshire
Long Tom Station
Burp Hollow
Goldson
Franklin
Smithfield
Georgetown (Site)
Riverview
Wilson Bend
Meadow View
Piney (Site)
Richardson
Richardson Pt.
ALVADORE
Awbrey
Enid
Irving
SANTA CLARA
PROJECT LOCATION
FERN RIDGE
LAKE
STATE GAME MANAGEMENT AREA
Varien (Site)
Signal I
Gibson I
Fir Bu.
Burms
Eugene Yard
Bethel
Elmira
Berkley (Site)
NOTI
Elrus
Sailor
Fisher Butte
Crabtree Hill
Oak Hill
Finn
Danebo
Perkins Peninsula
VENETA
Pop 2,800
Long Tom (Site)
MAYWOOD
Jetson (Site)
EUGEN
Pop 103,80
Vaughn Sta.
Vaughn
Murray Hill
Bailey Hill
Crow
Spencer Cr. (Site)
Mirth (Site)
Spencers Butte
Hadleyville
Fox Hollow (Site)
Panther
WILLAMETTE
RIVER

LANE COUNTY
OREGON


KRUGER
PARK
RD
LAKE ROAD
FAP 59
FAS
LAWRENCE ROAD
PROJECT LOCATION
N
6
5
7
8
TERRITORIAL HWY
LANE COUNTY
OREGON
CREEK

99

December 18, 1984

Eugene Sand and Gravel, Inc.
3000 North Delta Highway
P. O. Box 1067
Eugene, OR 97440

CON 5

#9921

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9921 for work on the Lawrence Road Section of Territorial Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: The Travelers Indemnity Company
Surety Department
707 S. W. Washington Street
Portland, OR 97205

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Doug Greene
L. E. George

EUGENE SAND & GRAVEL, INC.
P.O. BOX 1067 EUGENE, OREGON 97440 • (503) 683-6400
3000 DELTA HIGHWAY NORTH

November 2, 1984

Department of Transportation
Oregon State Highway Division
State Transportation Building Room 121
Salem, OR 97310

Attention: Robert Gormsen

RE: Territorial Highway at Lawrence Road
Section, Lane County.

Gentlemen:

As required by Supplemental Contract Provisions, paragraph 5, please find below, Eugene Sand & Gravel, Inc. documentation of Disadvantaged Business Enterprise participation on the above referenced project.

DISADVANTAGED BUSINESS ENTERPRISE SUB CONTRACTOR

J & J Fencing Inc.
694 N. 34th.
Springfield, Oregon 97477

Work to be performed:

Item No.	Item	Quanity	Unit Price	Amount
5	Temporary Guard Rail	850 L.F.	$ 10.50/L.F.	$ 8,925.00
17	Type 2 Fence	600 L.F.	$ 3.00/L.F.	$ 1,800.00
18	16' x 48' Single Gates	2 EA.	$250.00/EA.	$ 500.00
21	Delineators, Type 2	40 EA.	$ 25.00/EA.	$ 1,000.00
22	Single Mailbox Supports	3 EA.	$150.00/EA.	$ 450.00
			Total:	$12,675.00
		Percent of Contract Amount:		6.3%

Please contact us if you have any questions at 683-5741

Sincerely,
Mike Broadsword
Mike Broadsword
Project Sponsor
Construction Department

cc: D.W. Greene O.S.H.D.
J & J Fencing

RECEIVED
NOV 5 - 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

PRE-MIXED CONCRETE · CRUSHED ROCK · SAND & GRAVEL · LOAM · ASPHALT PAVING · PRECAST-PRESTRESSED CONCRETE
SINCE 1900

9711 Sia 7-6

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-59(1)

2. STATE PROJECT NO. See Below

2A COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-16-84

4. PROGRAM NO.

5. ITEM NO. 30006

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act

Orig w/ att to 10/18

7. DATE AUTHORIZATION EFFECTIVE 10/10/84

8. FEDERAL ROUTE NUMBER Primary 59

9. STATE ROUTE NUMBER Secondary 200

10. GENERAL LOCATION:
Territorial Highway at Lawrence Road Section

11. GENERAL DESCRIPTION OF WORK
Grading, Paving and Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*)
Anticipated items as shown in your "PS&E" Estimate dated 9/7/84.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 10/8/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $227,110; Federal Funds $204,399.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE 10/16/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for. Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4921

CON 21-6
Territorial

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-59(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30006

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/25/83

8. FEDERAL ROUTE NUMBER Primary 59

9. STATE ROUTE NUMBER Secondary 200

10. GENERAL LOCATION:
Territorial Highway at Lawrence Road Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 10/20/83 you are now authorized to proceed with the actual acquisition of file numbers 53645 and 53647 through 53651 as shown on R/W map 6B-25-20 at a TEC of $14,000 Federal Funds $12,600.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 28 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act		File

Orig to
1938

14. DATE 10/25/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9921

Con 21-6
Territorial

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 20, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan, P.E.
Project Unit Engineer

SUBJECT: Project No. HES-59(1)
Territorial Hwy. @ Lawrence Rd. Section
Territorial Highway
Lane County

I request authorization to proceed with the actual acquisition of the right of way as programmed on the subject project at an estimated total cost of $14,000 with an obligation of $12,600 in Federal funds. The right of way to be acquired is as outlined in red on the enclosed copy of right of way map 6B-25-20. No relocation assistance is involved.

CL:pf

cc: J. Boyd
D. Aman
R. Bladorn
H. Coonfield
General Files

Form 734-3122

7731

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

September 21, 1983

J. H. Versteeg
Road Design Engineer

Files 53645 and 53647 through 53651
Territorial Hwy. at Lawrence Rd. Section
Territorial Highway
Lane County

Attached are descriptions (6 files), an authorization and right of way prints covering right of way required for the subject project.

By:

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

Con 21-6
Territorial

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: January 20, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: PE Authorization
Item No. 30006
Project No. HES-59(1)
Territorial Hwy. @ Lawrence Rd. Sec.
Lane County

I request authorization to proceed with all phases of Preliminary Engineering, including utility preparatory work and archeological salvage, at an estimated total cost of $14,000 with obligation of $12,600 in Federal funds.

This request is based on the fact that the category action and A-95 process have been satisfied.

JLG:bks
cc: L.E. George
James Gix (Region 3)
General Files

Form 734-3122

9831

Con 21-6
Territorial

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No..
PRO 6-2

Date: January 20, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30006	HES-59(1)	Territorial Hwy. @ Lawrence Rd. #OR 821130-030-2

JLG:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

Con 21-6
Territorial

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
JAN 7 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

ATTACHMENT
cc: DALE E. WILKEN
H.S. COULTER ✓
F.E. TERPIN
J.B. BOYD
J.H. VERSTEEG
GARY POTTER
W.J. HART
AERONAUTICS DIVISION
D.J. TINDALL
Reg.(3)Engr.: A. SHIRLEY
Dis.(5)Engr.: L.R. ASBURRY

CONCLUSIONS

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Territorial Highway at Lawrence Rd.

DATE: January 4, 1983

NOTED
H.S. COULTER

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 821130-030-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 8/82

9921

CON 21-6
Territorial
c

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO

Date: November 24, 1982

To: Executive Department
Federal-Aid Coordination Unit

Lane Council of Governments
125-8th Avenue East
Eugene, OR 97401

D E Swan

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 5
Section: Territorial Hwy. at Lawrence Road
Highway: Territorial Highway
County: Lane

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be December 27, 1982.

BLG:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter
W.J. Hart
Reg. 3 Engr.: A. Shirley
Dis. 5 Engr.: L.R. Asburry
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
NOV 29 '82
REFER TO
FOR
Info Invest R/D D/R Sign Act File

Form 734-3122 (2)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Territorial Hwy. at Lawrence Road			
11	12] PROJECT LOCATION—CITY Territorial Hwy.	PROJECT LOCATION—COUNTY Lane	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Proposed project is to improve safety at subject intersection. Improvements

06 12] proposed are to lower the vertical curve just northerly of intersection to [71

07 12] meet standards for desirable stopping sight distance, installation of a flashing [71

08 12] beacon and construction of left turn refuges at the intersection. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
216,000	----	24,000	----	----	240,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Nov. 24, 1982

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 Dec.	43] DAY [44 27	45] YEAR [46 1982

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Nov. 24, 1982

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

TRH 7.6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 9, 1982

Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Territorial Hwy. @ Lawrence Rd.
Territorial Highway
Lane County
HES-59(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (3)

for Division Administrator 11/22/82
Date

ENVIRONMENTAL SECTION
November 23, 1982

cc:
- J. B. Boyd (3)
- J. H. Versteeg (4)
- B. L. Gifford (2)
- L. E. George (2)
- D. H. Moehring
- W. J. Hart
- C. T. Keasey
- F. E. Terpin
- Local Programs Uni
- Phil Lewellyn
- Surfacing Design
- General Files
- Alfred Shirley
- Gerald Parker
- Elliott Parker
- Larry Asburry

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Territorial Hwy. @ Lawrence Rd.

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

Estimated acreage 0.5 acres
Estimated number of parcels - 4
All would be simple acquisitions.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No change in traffic volumes anticipated. The project should greatly enhance the safety of the motorist at the intersection. Flow patterns will remain the same excepting for the addition of left turn pockets.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

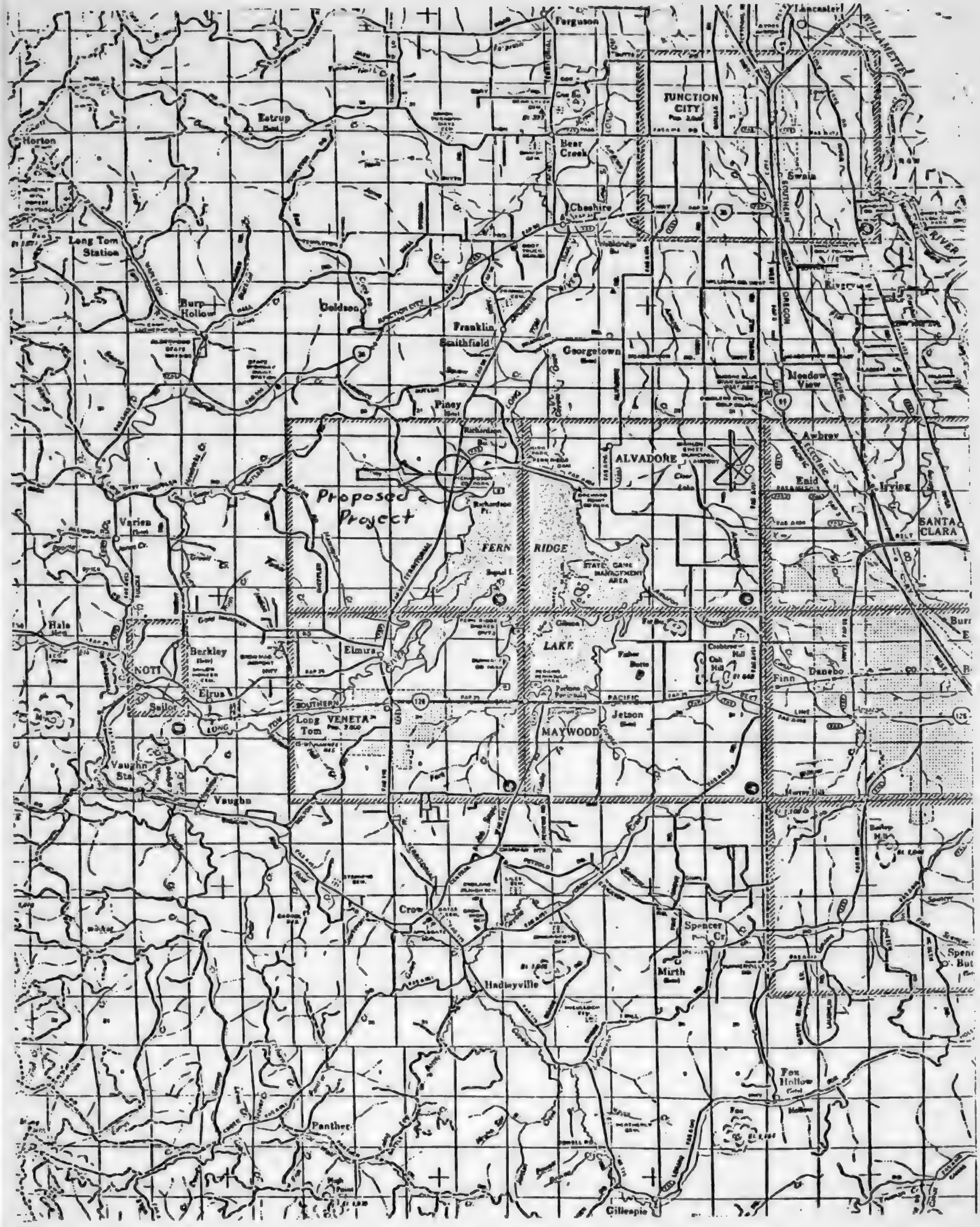
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Roger E Petit	4403399	

734-1913 (7-82)


Ferguson
Lancaster
WILLAMETTE
JUNCTION CITY
Estrup
Horton
Bear Creek
Swain
Cheshire
RIVER
Long Tom Station
Burp Hollow
Goldson
Franklin
Smithfield
Georgetown
Meadow View
Riverview
Piney
Richardson
ALVADORE
Awbrey
Enid
Irving
SANTA CLARA
Proposed Project
Varies
FERN RIDGE
STATE GAME MANAGEMENT AREA
Hale
Berkley
NOTI
Elmira
LAKE
Fisher Butte
Oak Hill
Crabtree Hill
Finn
Danebo
Elrus
Sailor
SOUTHERN
PACIFIC
Long Tom
VENETA
LONG
TOM
MAYWOOD
Jetson
Vaughn Sta
Vaughn
Murray Hill
Bailey Hill
Crow
Spencer Cr
Spencer Butte
Hadleyville
Mirth
Fox Hollow
Panther
High Point
Gillespie

9921

200 11

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Territorial Hwy. @ Lawrence Co. Rd.

HIGHWAY NAME: Territorial

HIGHWAY NUMBER: 200

REGION 3	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY
LENGTH 0.25	MILEPOST NUMBER 14.60 TO 14.85	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II Sec. 209

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Flashing beacon

PROJECT DESCRIPTION

Proposed project is to improve safety at subject intersection. Improvements proposed are to lower the vertical curve just northerly of intersection to meet standards for desirable stopping sight distance, installation of a flashing beacon and construction of left turn refuges at the intersection.

A minor amount of R/W will be required to enable construction of the improvements.

1 Versteeg ✓
Anderson
2 Adams
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
NOV 24 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 2100

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	3R	☐ LIGHT ☒ MEDIUM ☐ HEAVY

The existing highway has 10'-11' travel lanes and variable width gravel shoulders. This proposed improvement will have 12' travel lanes and 4' shoulders. This is the typical section which would probably be used if and when this highway is improved.

APPROVED
Frank E. Terpin
Location Engineer
Date 10/26/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Variable 2 @ 10'-11'	2 @ 12'
SHOULDERS	Variable 2 @ 1'-4' gravel	2 @ 4' paved
MEDIANS		14' left turn refuge
PARKING LANES		—
SIDEWALKS		—
BIKEWAYS		on shoulders
INTERCHANGES		—
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals flashing beacon	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way 4 parcels 0.5 acres	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☐	☒
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power, telephone

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(6)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	4
P.S. & E. DOCUMENTS	( )	3
RECOMMENDED CONSTRUCTION DATE	(Region)	(Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Aggregate Base	18"	
Asphaltic Concrete	4"	1" friction base

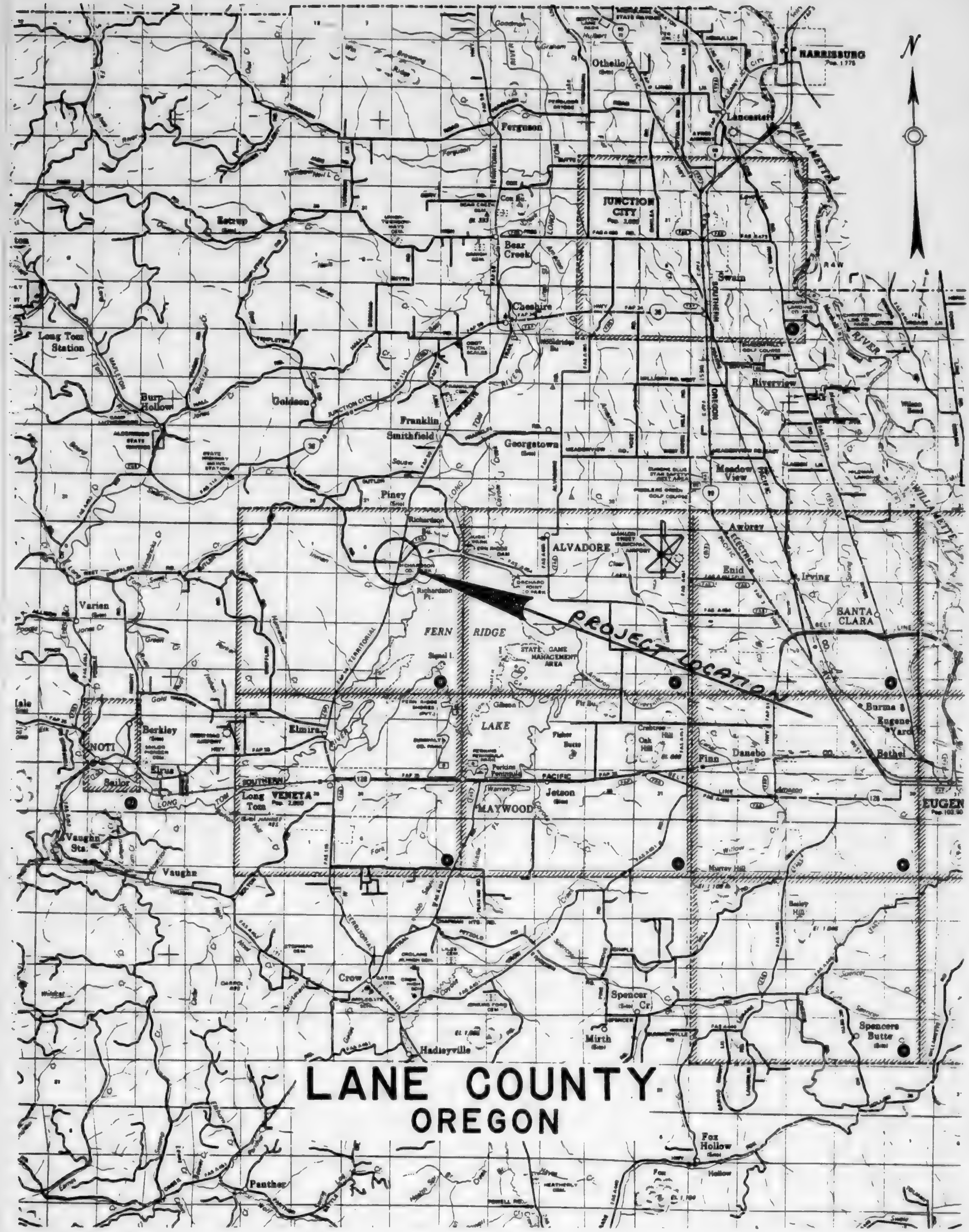
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	13,600	16.000
RIGHT OF WAY	5,000	
TRAFFIC CONTROL	18,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	159,300	
OTHER		
ENGINEERING & CONTINGENCIES	35,500	
PROJECT TOTAL	231,400	233.800

SUBMITTED BY
ROGER PATITZ


LANE COUNTY
OREGON
N
PROJECT LOCATION
HARRISBURG
Othello
Ferguson
Lancaster
WILLAMETTE
JUNCTION CITY
Estrup
Bear Creek
Swain
Cheshire
Long Tom Station
Burr Hollow
Goldson
Franklin
Smithfield
Georgetown
Riverview
RIVER
Meadow View
Piney
Richardson
ALVADORE
Awbrey
Enid
Irving
Varien
Richardson Pt.
FERN RIDGE
STATE GAME MANAGEMENT AREA
SANTA CLARA
Berkley
Elmira
LAKE
Crabtree Hill
Burma
Eugene Yard
NOTI
Elrus
Danebo
Finn
Bethel
Sailor
Perkins Peninsula
Long Tom
VENETA
MAYWOOD
Jetson
EUGENE
Vaughn Sta.
Vaughn
Murray Hill
Bailey Hill
Crow
Spencer Cr.
Mirth
Hadleyville
Spencers Butte
Fox Hollow
Panther

10-25-82 Tra 7-6

9921

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-59(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30006

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 1 82
REFER TO Moehring
FOR

Orig to
11/2

7. DATE AUTHORIZATION EFFECTIVE 10/25/82

8. FEDERAL ROUTE NUMBER Primary 59

9. STATE ROUTE NUMBER Secondary 200

10. GENERAL LOCATION:

Territorial Highway at Lawrence Road Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install temporary flashing beacon using wood poles

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 10/14/82 you are authorized under time saving procedures enumerated in FHPM 8-2-3 to proceed with the necessary work estimated to be $1,800 Federal Funds $1,620.

PS&E documents, as represented by SFO #1, have been reviewed together with attachments and are hereby approved.

(It should be noted that the above work is temporary work only - P.E. has not been authorized for permanent installation)

14. DATE 10/25/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

200

PROJECT PROSPECTUS
PART 4 - SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID# N

SECTION Territorial Highway @ Lawrence Co. Rd.	REGION 3

Territorial Highway SURVEY AUTHORITY #200	AUTHORIZATION NO. 1	PREFIX 120-1707	DATE copied 10/19/82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		300	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		200			
						TOTALS	$ 16,000	$ 16,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER HES-59(1)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

Perform all necessary work to prepare Plans, Specifications, & Estimate for left turn refuges and flashing beacon by contract. A flashing beacon will be installed prior to contract by State Forces and this beacon will be retained.

1 ✓
2
3
4

Watson Kg

RECEIVED
FEB 10
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Approved by Hwy Com'n 9-1-82 HES $ 240,000 [illegible]

PREPARED BY copied from Auth dated 7/30/82 signed by R. Patitz	DATE 10/19/82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/22/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 11-10-82
RECOMMENDED, LOCATION ENGINEER X Frank E. Perfrin	DATE 10/20/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-25-83	

734-1914 (7-82)

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OR[illegible]ON DEPARTMENT OF TRANSPOR[illegible]TION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Territorial Hwy. @ Lawrence Co. Rd.

HIGHWAY NAME: Territorial

HIGHWAY NUMBER: 200

REGION 3	ADMINISTRATIVE DISTRICT 5	COUNTY Lane	CITY

LENGTH: 0.25 MILEPOST NUMBER: 14.60 TO 14.85 ☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER Title II Sec. 209

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Flashing beacon

PROJECT DESCRIPTION

Proposed project is to improve safety at subject intersection. Improvements proposed are to lower the vertical curve just northerly of intersection to meet standards for desirable stopping sight distance, installation of a flashing beacon and construction of left turn refuges at the intersection.

A minor amount of R/W will be required to enable construction of the improvements.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 2100

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☒	☐	☐	☐	☐
	PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: 3R

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

The existing highway has 10'-11' travel lanes and variable width gravel shoulders. This proposed improvement will have 12' travel lanes and 4' shoulders. This is the typical section which would probably be used if and when this highway is improved.

APPROVED
Frank E. [illegible]
Location Engineer
Date 10/26/82

FORM 734-1730 (12-78) Page 1

3 · FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Variable 2 @ 10'-11'	2 @ 12'
SHOULDERS	Variable 2 @ 1'-4' gravel	2 @ 4' paved
MEDIANS		14' left turn refuge
PARKING LANES		—
SIDEWALKS		—
BIKEWAYS		on shoulders
INTERCHANGES		—
OTHER:		

	YES	NO	MAYBE
Channelization	☒	☐	☐
Frontage Roads	☐	☒	☐
Traffic Signals flashing beacon	☒	☐	☐
Signing	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ______	☐	☒	☐
Stream ______	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way 4 parcels 0.5 acres	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☐	☒
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☐	☒
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Aggregate Base	18"	
Asphaltic Concrete	4"	1" friction bas

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	13,600	16.000
RIGHT OF WAY	5,000	
TRAFFIC CONTROL	18,000	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	159,300	
OTHER		
ENGINEERING & CONTINGENCIES	35,500	
PROJECT TOTAL	231,400	233.800

SUBMITTED BY ______________________
ROGER PATITZ

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Power, telephone

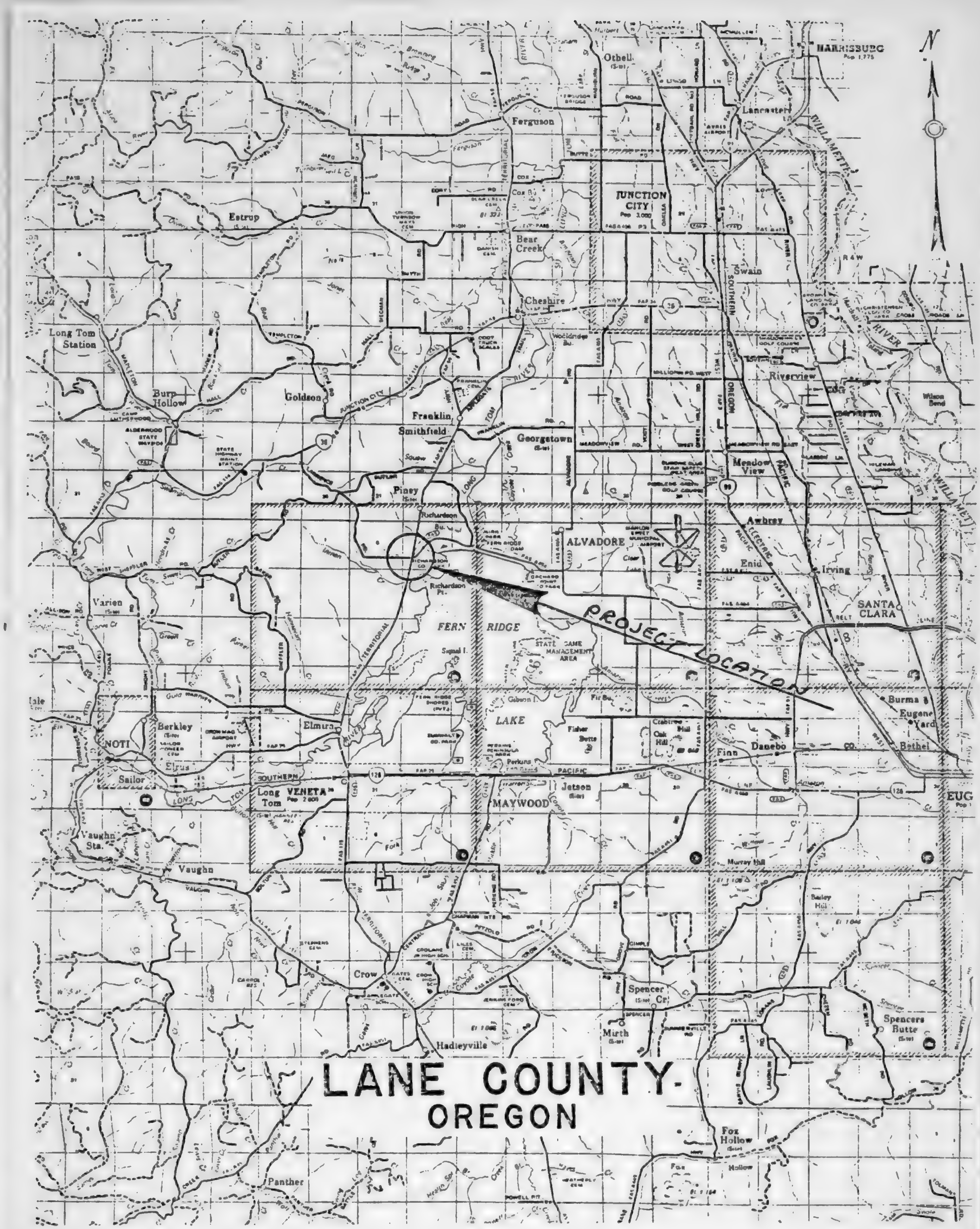
4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(6)	2
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	4
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)


N
HARRISBURG
Othell
Lancaster
WILLAMETTE RIVER
Ferguson
Estrup
JUNCTION CITY
Bear Creek
Swain
Cheshire
Long Tom Station
Burp Hollow
Goldson
Franklin
Smithfield
Georgetown
Riverview
Wilson Bend
Meadow View
Piney
Richardson
Richardson Pt.
ALVADORE
Awbrey
Enid
Irving
SANTA CLARA
Varien
FERN RIDGE
STATE GAME MANAGEMENT AREA
LAKE
PROJECT LOCATION
Signal I.
Gibson I.
Fir Bu.
Burma
Eugene Yard
Bethel
Berkley
NOTI
Elmira
Fisher Butte
Crabtree Hill
Oak Hill
Finn
Danebo
Perkins
Sailor
Elrus
VENETA
Long Tom
Jetson
MAYWOOD
EUG
Vaughn Sta.
Vaughn
Murray Hill
Bailey Hill
Crow
Spencer Cr.
Mirth
Hadleyville
Spencers Butte
LANE COUNTY
OREGON
Fox Hollow
Panther

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION
3

SECTION
Territorial Hwy. @ Lawrence Rd.

ESTIMATED RIGHT-OF-WAY IMPACTS

Estimated acreage 0.5 acres
Estimated number of parcels - 4
All takings would be simple acquisitions.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No change in traffic volumes anticipated. The project should greatly enhance the safety of the motorist at the intersection. Flow patterns will remain the same excepting for the addition of left turn pockets.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X Roger E Petty	TELEPHONE NUMBER 4403399	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

[illegible] TRA 7-6

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: October 14, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 30006
Project No. HES-59(1)
Territorial Hwy. @ Lawrence Rd. Sec.
Lane County

Attached data consists of PR-1 forms with project maps, authority for survey, Narrative, Collision Diagram and sketch maps.

I request the following to install a temporary flashing traffic control beacon:

1) Concurrence that this qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this falls under the Statewide Categorical Exclusions approved by FHWA 2-25-80 satisfying the requirements of FHPM 7-7-2.

3) Approval to accomplish work by State forces based on the public interest findings set forth in FHPM 8-2-3.

4) Approval of the Order For Force Work No. 1 (estimated total cost of $1,800, with obligation of $1,620 in Federal funds) and authorization to proceed with the construction phase. Attached are three copies of the "Order For Force Work No. 1". Reimbursement will be claimed on actual cost basis.

After category request and A-95 process, preliminary engineering authorization will be requested for the project.

DRH:bks
Attachments
cc: L.E. George
Alfred Shirley (Region 3)
✓ General Files

Form 734-3122

TRA 7-6

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: August 31, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Territorial Highway MP 14.60 to MP 14.85

Region 3 has requested a project to install a flashing beacon and left turn pockets at Lawrence Road on the Territorial Highway. Also, included will be a grade revision to lower a vertical curve on the North approach to the intersection.

The grading and paving work will be accomplished by contract. The flashing beacon installation and all phases of engineering will be accomplished by State Forces.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Territorial Highway @ Lawrence Road Lane County	$240,000	$216,000	$24,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

9/2/82 Orig to Gomes
cy George
[illegible]

RHB:kh
Att.

RECEIVED
STATE HWY ENGR
SEP 1 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED:

H S Coulter
State Highway Engineer

DATE: 9/1/82

1985 SW 65th Ave.-SW Capitol Hwy. 9922
Sec. Beaverton-Hillsdale Hwy. E. WA.
Co. Line. (Gr, pv, sign, sig, bk.)

C+A 7029 6-20-79

9922

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST November 3, 1992

PROJECT NO: IX-9228(6) RIGHT OF WAY

CITY OF PORTLAND

SECTION: S.W. 65TH AVE. - S.W. CAPITOL HWY. (PORTLAND SECTION)

RIGHT OF WAY	PARTICIPATING	NONPARTICIPATING
LAND	$231,207.33	
TITLE AND RECORDING FEES	13,796.34	
CONSEQUENTIAL DAMAGES	105,045.00	
APPRAISALS	86,496.14	
TAXES	1,003.44	$- 17.34
NEGOTIATION EXPENSE	87,428.12	
RELOCATION	1,986.11	250.00
ROW LIAISON	487.57	9.84
PROJECT MANAGEMENT	449.91	
ROW OFFICE	16,934.66	
LEGAL	10,386.48	1,806.01
TRAINING	4,705.70	441.83
PERSONAL LEAVE		654.16
PROJECT PROGRAMMING	72.42	
PREPARE RIGHT OF WAY MAPS	730.52	
TOTAL PROJECT COST	$560,729.74	$3,144.50

TOTAL PROJECT COST	$563,874.24
LESS: FEDERAL FUNDS	-476,620.27
LESS: TRAINING (NONPARTICIPATING)	-441.83
LESS: PERSONAL LEAVE	-654.15
LESS: STATE MATCH ON TRAINING	-691.01
LESS: ADVANCE DEPOSIT (LGIP)	-87,254.00
BALANCE IN LGIP	$1,787.02

This itemized statement is for the right of way phase of the project.

The balance of your advance deposit of $1,787.02 will be transferred to the construction phase of the project IX-9228(7).

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST

S.W. 65TH AVE. - S.W. CAPITOL HIGHWAY SECTION
BEAVERTON-HILLSDALE JUNE 7, 1993
CITY OF PORTLAND
IX-9228(7) AGREEMENT : 7029

CONSTRUCTION
ROADWAY

CONTRACT SUMMARY	$1,419,527.69
SFO 1 STRIPING	9,690.63
SFO 4 INSTALLATION OF MARKINGS (PORTLAND)	3,854.45
BEO 11 SET AND FILE PROPERTY CORNERS	8,397.48
SFO 15 SIGNING	215.48

TRAFFIC SIGNALS

CONTRACT SUMMARY	$233,803.49
SFO 2 SIGNAL CONTROLLER TESTING	8,950.00
TOTAL PARTICIPATING CONSTRUCTION COST	$1,684,439.22

CONSTRUCTION ENGINEERING

CITY OF PORTLAND	$9,709.39
STATE	242,959.49
TOTAL PARTICIPATING CONSTRUCTION ENGINEERING	$252,668.88

MISC PROJECT COST

AUDIT SERVICES	$91.32
TOTAL PARTICIPATION PROJECT COST	$1,937,199.42

NONPARTICIPATING PROJECT COST

CONTRACT SUMMARY	$23,421.66
EQUIPMENT RENTAL	255.82
INTEREST IN FINAL PAYMENTS	826.47
CONSTRUCTION ENGINEERING	98,424.04
SFO 9 REMOVE AND RESET FRAME(PORTLAND)	52.12
SFO 11 READJUSTMENT OF WATER FACILITIES (PORTLAND)	2,167.38
SFO 11 ROW MONUMENTATION	1,528.06
TOTAL NONPARTICIPATING PROJECT COST	$126,676.55
TOTAL PROJECT COST	$2,063,875.97
LESS: FEDERAL FUNDS	-1,646,619.49
LESS: STATE EQUIPMENT RENTAL	- 255.82
LESS: STATE ONLY COST	- 1,675.96
LESS: ADVANCE DEPOSIT (LGIP)	- 372,532.48
AMOUNT DUE	$ 42,792.22

OREGON DEPARTMENT OF TRANSPORTATION

ITEMIZED STATEMENT OF FINAL COST CITY OF PORTLAND

S.W. 65TH AVE. S.WE. CAPITOL HIGHWAY MARCH 4, 1993
IX-9228(2) AGREEMENT NO.: 7029

PRELIMINARY ENGINEERING	PARTICIPATING	NONPARTICIPATING
PROJECT ENGINEERING	$182,741.66	$2,407.26
WORK BY THE CITY OF PORTLAND	42,289.94	
CITIZEN INVOLVEMENT	32.22	
FINAL DESIGN	52,682.06	
BRIDGE DESIGN	5,305.43	
RIGHT OF WAY DESCRIPTIONS	31,033.03	
REGION GEOLOGY	2,297.51	
TRAFFIC SECTION	8,954.96	
R/W LIAISON	11,831.02	2.63
REGION UTILITY LIAISON	4,070.64	
AUDIT EXPENSE	251.46	
PHOTOGRAMMETRY	2,539.92	
LOCATION	253.97	
PROJECT PROGRAMMING	295.67	
SPECIFICATIONS	3,734.72	
ENVIRONMENTAL	567.07	
STRUCTURAL FOUNDATIONS	999.98	
SURFACE DESIGN ENGINEER	177.52	
REGION TRAFFIC	535.48	
REGION ENVIRONMENTAL	45.45	
TOTALS	$350,639.71	$2,409.89

TOTAL PROJECT COST	$353,049.60
LESS: FEDERAL FUNDS	-298,043.75
LESS: ADVANCE DEPOSIT	- 49,489.78
LESS: CREDIT FOR WORK PERFORMED	- 5,516.07
LESS: STATE MATCH	
BALANCE DUE	$ 00.00

This final accounting is for the preliminary engineering phase of the project.

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

DIVISION OREGON	REPORT NO. 3	DATE OF FINAL INSPECTION RPT 1/8/86	PROJECT NO. IX-9228(7)	COUNTY MULTNOMAH

DATE CONTRACT STARTED 1/3/85	DATE WORK COMPLETED 11/15/85	ACCEPTANCE BY CONTRACT AGENCY 7/20/87	TIME ELAPSED 100 %

LOCATION
S.W. 65TH AVE. - S.W. CAPITOL HIGHWAY, BEAVERTON-HILLSDALE HIGHWAY

SCOPE OF PROJECT
Grade, Pave, Signing, Signals & Bikeway

NOTE: FHWA-47 X Submitted ___ Not required
Materials Certification X Submitted ___ Not required
There is compliance with sec. 1.23 of the Regs pertaining to encroachments on the ROW

REMARKS: X SHA procedures and controls were sufficient to assure that this project has been completed in reasonable close conformance with the approved plans and specifications including authorized changes and extra work.

The final estimated contract cost is $2,055,106 including extra work and engineering.

All price agreements and extra work orders have been reviewed and are approved for participation as shown on the final progress estimate.

All Federal-aid participating work has been completed.

RECEIVED
STATE HWY. ENGR.
Assigned To:
JUL 06 1992
For:
Rough Draft ☐ Act ☐ Info ☐ Direct Reply ☐ File ☐

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John H Gernhauser	
TITLE AREA ENGINEER	DATE 7/6/92	TITLE DISTRICT ENGINEER	DATE 7/6/92

FORM FHWA 1446B FACSIMILE

9922

Oregon

DEPARTMENT OF
TRANSPORTATION

Highway Division

August 26, 1991

Mr. Richard Schmidt
Highway Coordinator
Attn: Dave Hill
Bureau of Transportation Engineering
1120 S.W. Fifth Room 302
Portland, OR 97204-1971

FILE CODE:
PRO

Subject: S.W. 65th Avenue - S.W. Capitol Highway
Beaverton - Hillsdale Highway

Dear Mr. Schmidt:

In review of the accounting of expenditures for the subject project I have found that the balance of the funds in the city's account is insufficient to meet its project funding obligation. The city's share of the total project cost is currently calculated as follows:

	Participating	Nonparticipating
Preliminary Engineering	$ 350,639.71	$ 2,409.90
Right-of-Way	560,729.73	3,144.51
Construction	1,966,728.67	97,147.30
Total Project Cost	$ 2,878,098.11	$ 102,701.71
Less Federal Funds	- 2,446,383.37	
Less State Equipment Rental		- 255.82
Balance of Cost	$ 431,714.74	$ 102,445.89
Total City Share	$ 534,160.63	
Less Credit for City Engineering	- 6,972.49	
Less Advance Deposits		
AD# 671	- 15,700.00	
AD# 82-82	- 90,750.00	
AD# 84-47	- 346,560.00	
Payments	2,465.81	
Balance Due from City	$ 71,712.33	
Rounded To	$ 71,720.00	

Transportation Building
Salem, OR 97310

Please make an additional deposit in the amount of $71,720 and notify me when the transfer has been made.

Sincerely,

Michael K. Shultz

Michael K. Shultz
Local Programs Coordinator
Program Section

Attachment

bc w/AD 91-46: Marty Andersen, Region 1
Don Aman, Program Section
Bob Warberg, Accounting - Please return completed AD #91-46 when the deposit has been received.

~~SS003.th~~
MKS010.th

9922

6-19-90

```
REPORT ID:  FMRP950-1                                   OREGON DEPARTMENT OF TRANSPORTATICN                                        PAGE:            6,687
RRN:           7507                                         FINANCIAL MANAGEMENT SYSTEM                                            RUN: 06/19/90 18:22
AGY: 02  RPT TYPE: TB                        87 BIENNIUM HIGHWAY DIVISION REVENUE DETAIL BY AGREEMENT

                 INV/DOC   DOCUMENT     SOURCE    PROC       TRAN                     BATCH CHRG
 EA/SUBJOB        DATE      NUMBER     /AGY SRC   DATE    FM  BI       BATCH ID        SEQ  UNIT             AMOUNT

AGREE/SFX         F0363501          CTY PTLD/HOLYWD DIST
 TRAN CODE          351              JOURNAL ENTRY-INCREA

C4261943/031 11/05/85 IK110585-10 84401000 07/27/87 25  87  02-11/05/85-T-411 00001 1000             781.98
C4261943/031 11/07/85 IK110785-09 84401000 07/27/87 25  87  02-11/12/85-T-206 00002 1090           2,151.07
C4261943/031 12/04/85 IK120485-02 84401000 07/27/87 25  87  02-12/13/85-T-269 00003 1090              69.40

** SUBTOTALS FOR 351                 JOURNAL ENTRY-INCREA                       QTY:                    .00   AMT:                 3,002.45
* SUBTOTALS FOR F0363501            CTY PTLD/HOLYWD DIST                       QTY:                    .00   AMT:                 3,002.45

AGREE/SFX         F0363600          SW 65TH-CAPITOL HWY
 TRAN CODE          351              JOURNAL ENTRY-INCREA

C4261048/011 12/18/85 FB121885-00 84300082 12/19/85 06  87  02-12/18/85-B-861 00060                3,104.82
C4261048/011 05/28/86 FB052886-00 84300082 05/29/86 11  87  02-05/28/86-B-812 00044                3,559.62
C4261048/011 12/03/86 FB120386-00 84300082 12/04/86 18  87  02-12/03/86-B-387 00012                  585.92
C4261048/011 03/26/87 FB032687-00 84300082 03/26/87 21  87  02-03/25/87-B-473 00027                  350.75

** SUBTOTALS FOR 351                 JOURNAL ENTRY-INCREA                       QTY:                    .00   AMT:                 7,601.11
* SUBTOTALS FOR F0363600            SW 65TH-CAPITOL HWY                        QTY:                    .00   AMT:                 7,601.11

AGREE/SFX         F0363601          CTY PTLD/SW65-CAP HY
 TRAN CODE          351              JOURNAL ENTRY-INCREA

C4261048/011 10/29/85 IK102985-10 84401000 07/27/87 25  87  02-10/29/85-T-087 00004 8017             115.04
C4261048/011 12/13/85 IK121385-00 84401000 07/27/87 25  87  02-12/16/85-T-469 00006 8017             547.91
C4261048/011 05/22/86 IK052286-04 84401000 07/27/87 25  87  02-05/27/86-T-289 00003 8017             628.16
C4261048/011 11/19/86 IK111986-00 84401000 07/27/87 25  87  02-11/26/86-T-299 00004 8017             165.30

** SUBTOTALS FOR 351                 JOURNAL ENTRY-INCREA                       QTY:                    .00   AMT:                 1,456.41
* SUBTOTALS FOR F0363601            CTY PTLD/SW65-CAP HY                       QTY:                    .00   AMT:                 1,456.41

AGREE/SFX         F0363900          12 ST-24 ST(SALM)
 TRAN CODE          351              JOURNAL ENTRY-INCREA

C3262502/000 07/31/85 FB073185-00 84300013 08/01/85 01  87  02-07/31/85-B-003 00622 0100             382.09
C3262502/000 07/31/85 FB073185-00 84300013 08/01/85 10  87  02-07/31/85-B-003 00622 0100             382.09-
C3262502/000 08/14/85 FB081485-00 84300013 08/15/85 02  87  02-08/14/85-B-904 00502 0100             179.43
C3262502/000 08/14/85 FB081485-00 84300013 08/15/85 10  87  02-08/14/85-B-904 00502 0100             179.43-
C3262502/000 01/08/86 FB010886-00 84300013 01/10/86 07  87  02-01/08/86-B-831 00275 0100             109.75
C3262502/000 01/08/86 FB010886-00 84300013 01/10/86 10  87  02-01/08/86-B-831 00275 0100             109.75-
C3262502/000 02/05/86 FB020586-00 84300013 02/06/86 08  87  02-02/05/86-B-823 00763 0100             109.75-
C3262502/000 02/05/86 FB020586-00 84300013 02/06/86 10  87  02-02/05/86-B-823 00763 0100             109.75
C3242542/021 07/31/85 FB073185-00 84300013 04/18/86 10  87  02-04/18/86-T-009 00002 0100             382.09
C3242542/021 08/14/85 FB081485-00 84300013 04/18/86 10  87  02-04/18/86-T-009 00003 0100             179.43
C3242542/021 02/05/86 FB020586-00 84300013 04/18/86 10  87  02-04/18/86-T-009 00004 0100             109.75-
C3242542/021 01/08/86 FB010886-00 84300013 04/18/86 10  87  02-04/18/86-T-009 00008 0100             109.75


REPORT ID:  FMRP950-1                                   OREGON DEPARTMENT OF TRANSPORTATION                                        PAGE:            6,688
```

```
                                          -B-002 00180 0521        883,078.98
 ** SUBTOTALS FOR 616          AMOUNTS BILLED
 * SUBTOTALS FOR F0422400      NE UNION-NE 39TH                     QTY:                .00  AMT:        1,383,398.95
                                                                    QTY:                .00  AMT:        2,726,246.90

 AGREE/SFX      F0422500       E PTLD FRWY-SE122 AV
  TRAN CODE      616           AMOUNTS BILLED

          05/30/88 FB053088-00          05/30/88 12  89  02-05/31/88-B-002 02566 0521      8,857.25

 ** SUBTOTALS FOR 616          AMOUNTS BILLED
 * SUBTOTALS FOR F0422500      E PTLD FRWY-SE122 AV                 QTY:                .00  AMT:            8,857.25
                                                                    QTY:                .00  AMT:            8,857.25

 AGREE/SFX      F0422600       SW65 AV-CAP HY
  TRAN CODE      616           AMOUNTS BILLED

          05/30/88 FB053088-00          05/30/88 12  89  02-05/31/88-B-002 02567 0521     25,108.75

 ** SUBTOTALS FOR 616          AMOUNTS BILLED
 * SUBTOTALS FOR F0422600      SW65 AV-CAP HY                       QTY:                .00  AMT:           25,108.75
                                                                    QTY:                .00  AMT:           25,108.75

 AGREE/SFX      F0422601       CTY-PTLD/SW65 AV-CAP
  TRAN CODE      350           CASH RECEIPT REVENUE

          05/04/88 CS107828-21 84401001 06/01/88 12  89  02-05/20/88-3-871 00021 0523      2,465.81

 ** SUBTOTALS FOR 350          CASH RECEIPT REVENUE                 QTY:                .00  AMT:            2,465.81



REPORT ID:  FMRP950-1                                                                          
RRN:          7461                    OREGON DEPARTMENT OF TRANSPORTATION                       PAGE:         5,494
AGY: 02  RPT TYPE: TB                   FINANCIAL MANAGEMENT SYSTEM                             RUN: 06/19/90 18:22
                              89 BIENNIUM HIGHWAY DIVISION REVENUE DETAIL BY AGREEMENT
             INV/DOC  DOCUMENT    SOURCE    PROC        TRAN                   BATCH CHRG
 EA/SUBJOB    DATE    NUMBER     /AGY SRC   DATE    FM   BI      BATCH ID       SEQ  UNIT           AMOUNT

 AGREE/SFX     F0422601       CTY-PTLD/SW65 AV-CAP
  TRAN CODE     351           JOURNAL ENTRY-INCREA

          05/12/88 F0422601-00 84401000 05/30/88 11  89  02-05/31/88-X-202 00420 0505      7,776.78-
          06/21/88 F0422601-00 84401000 06/21/88 12  89  02-06/21/88-X-102 00375 0505      7,776.78
          06/21/88 F0422601-00 84401000 06/21/88 12  89  02-06/21/88-X-201 00854 0505      7,776.78-
 ** SUBTOTALS FOR 351          JOURNAL ENTRY-INCREA                 QTY:                .00  AMT:            7,776.78-

  TRAN CODE      616           AMOUNTS BILLED

          10/12/88 PB101288-00          10/13/88 16  89  02-10/12/88-B-002 00579 0521      4,430.96

 ** SUBTOTALS FOR 616          AMOUNTS BILLED
 * SUBTOTALS FOR F0422601      CTY-PTLD/SW65 AV-CAP                 QTY:                .00  AMT:            4,430.96
                                                                    QTY:                .00  AMT:              880.01-

 AGREE/SFX      F0422700       HILSB ECL-CORNEL PAS
  TRAN CODE      350           CASH RECEIPT REVENUE

          06/09/88 FB060988-00 84300012 06/10/88 12  89  02-06/09/88-B-012 00313 0523     77,435.00
 ** SUBTOTALS FOR 350          CASH RECEIPT REVENUE                 QTY:                .00  AMT:           77,435.00
  TRAN CODE      616
```

9922 Linda

Oregon State Highway Division
Salem, Oregon May 7, 1990

Federal-Aid Project No. IX-9228(6)

S.W. 65th Ave.-S.W. Capitol Hwy. (Portland) Section
Beaverton-Hillsdale Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROWA
Right-of-Way

TOTAL from previous estimate of September 17, 1985	$	614,600.00
Decrease in Right-of-Way Costs		53,000.00
TOTAL	$	561,600.00

Length of Project ----------- 2.44 mile

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
Right-of-Way	$561,600.00	$477,360.00	$84,240.00
TOTAL	$561,600.00	$477,360.00	$84,240.00

Appn Code: 580
E.A. No.: C026-2588

DCN:pf

jc

m

U. S. DEPARTMENT OF TRANSPORTA N
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9228(7)

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90027

2A. COUNTY NAME
Multnomah

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
September 5, 1989	FAU 9228	40

10. GENERAL LOCATION:
S. W. 65th Ave. - S. W. Capitol Hwy

11. GENERAL DESCRIPTION OF WORK
Set and file property corners & set centerline monuments and references

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/5/89 as requested in Mr. Husby's letter of 10/17/89 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 11 Supp. is approved for a TEC of $43,000.

RECEIVED
STATE HWY ENGR
DEC 1 '89
ASSIGNED TO
Jim Gilmour
FOR

INFO	ADVISE	PROJECT DRAFT	DIRECT REPLY	SIGN	ACT	FILE
					K	

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/29/89	John T. Grue	For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9922

m

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-61	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 4	8-7-89	Project Number IX-9228(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 19 84, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,037,763.00	$ 1,980,952.00	
Federal funds	$ 300,194.00	$ 300,194.00	(177)
	1,431,903.00	1,368,047.00	(580)
Other revisions			

This modification is made for the following reasons: To deobligate Appn Code 580 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7 TH day of AUG, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

~~By~~ FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 2, 1989

FEDERAL AID PROJECT NO. IX-9228(7)

S.W. 65TH AVE.-S.W. CAPITOL HIGHWAY SECTION
BEAVERTON-HILLSDALE HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (STA. 106+00 to STA. 231+65)

Subtotal from previous estimate of May 30, 1986		$ 1,538,978.59
Decrease in construction costs		67,000.00
	Subtotal	$ 1,471,978.59
	Engineering	176,021.91
	Total	$ 1,648,000.50

TYPE CODE YO31
TRAFFIC SIGNALS (6 LOCATIONS)

Total from previous estimate of November 13, 1984	$ 272,137.50

Length of Project ----------- 2.380 mi.

RESERVE USED

S.F.O. #6 and S.F. O. #7	$ 42,500.00

NONPARTICIPATING ITEMS

Total from previous estimate of November 13, 1984	$ 18,314.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	177	$ 353,170.00	$ 300,194.00	$ 52,976.00
Roadway	580	1,294,830.50	1,100,605.50	194,225.00
Signals	580	272,137.50	231,316.50	40,821.00
Reserve Used	580	42,500.00	36,125.00	6,375.00
Nonparticipating	- - -	18,314.00	----	18,314.00
Total		$1,980,952.00	$1,668,241.00	$ 312,711.00

Subjob 000: 100%
Contract No. 9922
Prefix C026-1914
C09922

DCN:bkw

9922

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-33 PROJECT REPORT NUMBER MODIFICATION NUMBER 3	U.S. Department of Transportation Federal Highway Administration **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-6-86	State Oregon County Multnomah Project Number IX-9228(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 1984 is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 2,013,055.00	$ 2,037,763.00	
Federal funds	$ 1,431,903.00	$ 1,431,903.00	(580)
	279,192.00	300,194.00	(177)
Other revisions			

This modification is made for the following reasons:

To include increases in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 6 TH day of JUN, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

MX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon   May 30, 1986

Federal-Aid Project No. IX-9228(7)

S.W. 65th Ave. - S.W. Capitol Highway Section
Beaverton-Hillsdale Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 106+00 to Sta. 231+65)

Subtotal as on Estimate of February 14, 1986		$1,538,978.59
	Engineering	$ 176,021.91
	Total	$1,715,000.50

Type Code Y031
Traffic Signals (6 locations)

Total as on Estimate of November 13, 1984 $ 272,137.50

Length of Project ---------------------- 2.380 mi.

RETAIN IN RESERVE

Total as on Estimate of November 13, 1984 $ 50,625.00

NONPARTICIPATING WORK

Total as on Estimate of November 13, 1984 $ 18,314.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	177	$ 353,170.00	$ 300,194.00	$ 52,976.00
Roadway	580	1,361,830.50	1,157,555.50	204,275.00
Signals	580	272,137.50	231,316.50	40,821.00
Subtotal		$1,987,138.00	$1,689,066.00	$298,072.00
Reserve	580	50,625.00	43,031.00	7,594.00
Total		$2,037,763.00	$1,732,097.00	$305,666.00

Group 1: 100%
Contract No. 9922
Prefix: 26-1914 P.E.
Prefix: C09922

RLC:me

9722

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 3-114,116	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER	3-10-86	Project Number IX-9228(7)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 1984.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,907,515.00	$ 2,013,054.00
Federal funds	$ 1,621,387.00	$ 1,431,903.00 (580) 279,192.00 (177)
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs. And, to decrease appn code 580 to utilize available appn code 177 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 10TH day of MAR, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 14, 1986

FEDERAL AID PROJECT NO. IX-9228(7)

S.W. 65th Ave. - S.W. Capitol Highway Section
Beaverton-Hillsdale Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
Roadway (Sta. 106+00 to Sta. 231+65)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	$ 8.90	17,098	$152,172.00	17,587	$156,524.30
Class "B" Asphalt Concrete	33.65	3,750	126,187.50	5,534	186,219.10
Revise Sidewalk (PA #8A)	---	---	---	100%	4,205.49
Erosion Control (PA #15A)	2.52	---	---	5,000	12,600.00
Installation Thermoplastic Marking (SFO #4)	---	---	---	---	4,351.00
Remove/Refurbish/ Reinstall Bus Shelters (SFO #8)	---	---	---	---	20,000.00
			$278,359.50		$383,899.89

Increase	$ 105,540.39
Subtotal of Previous Estimate	1,433,438.20
Subtotal	$1,538,978.59
Engineering	151,312.91
Total	$1,690,291.50

TYPE CODE Y031
TRAFFIC SIGNALS (6 LOCATIONS)

Total as on estimate of November 13, 1984	$ 272,137.50

Length of Project -------------- 2.380 mi.

RETAIN IN RESERVE

Total as on estimate of November 13, 1984 $ 50,625.00

NONPARTICIPATING WORK

Total as on estimate of November 13, 1984 $ 18,314.00

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	177	$ 328,462.00	$ 279,192.00	$ 49,270.00
Roadway	580	1,361,830.50	1,157,555.50	204,275.00
Signals	580	272,137.50	231,316.50	40,821.00
Subtotal		$1,962,430.00	$1,668,064.00	$294,366.00
Reserve	580	50,625.00	43,031.00	7,594.00
Total		$2,013,055.00	$1,711,095.00	$301,960.00

Group 1: 100%
Contract No. 9922
Prefix: 26-1914 P.E.
Prefix: C09922

RLC:me

9222

STATE COPY

TO BE COMPLETED BY FHWA		Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-48	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	10-8-85	Project Number IX-9228(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 1984. is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,684,593	$ 1,907,515
Federal funds	$ 1,431,903	$ 1,621,387
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ XXX For: Larry Rulien

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

RECEIVED
OCT 1 0 1985
Federal Aid Unit

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 25, 1985

FEDERAL AID PROJECT NO. IX-9228(7)

S.W. 65TH AVE.-S.W. CAPITOL HIGHWAY SECTION
BEAVERTON-HILLSDALE HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (STA. 106+00 to STA. 231+65)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"0-0 Aggreate Base	$ 8.90	12,500	$111,250.00	17,098	$152,172.20
General Excavation (PA #12A)	13.05				130,500.00
Adj. San. Sewer (FA #2)					7,000.00
Constuct Concrete Stairway (FA #3)					4,500.00
Adj. City-Owned Luminaires (SF #7)					40,000.00
			$111,250.00		$334,172.20

Increase	$ 222,922.20
Subtotal from estimate of Nov. 13, 1984	1,210,516.00
Subtotal	$1,433,438.20
Engineering	151,313.30
Total	$1,584,752.50

TYPE CODE Y031
TRAFFIC SIGNALS (6 LOCATIONS)

Total as on estimate of November 13, 1984	$ 272,137.50
Length of Project	2.380 mi.

Retain in Reserve

Total as on estimate of November 13, 1984	$ 50,625.00

Nonparticipating Work

Total as on estimate of November 13, 1984	$ 18,314.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	City Funds
Roadway	$1,584,752.50	$ 1,347,039.50	$ 237,713.00
Signals	272,137.50	231,316.50	40,821.00
Subtotal	$1,856,890.00	$ 1,578,356.00	$ 278,534.00
Reserve	50,625.00	43,031.00	7,594.00
Total	$1,907,515.00	$ 1,621,387.00	$ 286,128.00

Group 1 100%
Contract No. 9922
Prefix: 26-1914 P.E.
Prefix: C09922
Appn Code: 580
RLC:bkb

STATE COPY

TO BE COMPLETED BY FHWA		STATE
11-295	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 11-2-84	OREGON
		COUNTY MULTNOMAH
		PROJECT NO. IX-9228(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 40, S.W. 65th Ave.-S.W. Capitol Highway

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-10-84	2.38
OTHER *(Specify)*		

FUNDS PRO RATA 85.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,684,593.00	$ 1,431,903.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

For Manager, Program Section
(Title)
XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)
By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator NOV 20 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 13, 1984

FEDERAL AID PROJECT NO. IX-9228(7)

S.W. 65TH AVE.-S.W. CAPITOL HIGHWAY SECTION
BEAVERTON-HILLSDALE HIGHWAY
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (Sta. 106+00 to Sta. 231+65)

Mobilization	Lump Sum	All	Lump Sum	$ 106,150.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	7,250.00
Temporary Signs	Sq. Ft.	429	9.00	3,861.00
Temporary Barricades	Each	13	70.00	910.00
Flaggers	Hour	2,000	12.00	24,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	10,450.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	17,120.00
Ditch Excavation	Cu. Yd.	6	36.00	216.00
Embankment in Place	Cu. Yd.	9,308	13.05	121,469.40
Trench Excavation	Cu. Yd.	3,024	6.60	19,958.40
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	6,850.00
Watering	M-Gal.	500	10.00	5,000.00
Structure Excavation	Cu. Yd.	1,510	9.75	14,722.50
Special Wall Backfill	Cu. Yd.	459	14.60	6,701.40
1"-0 Aggregate Base	Ton	12,500	8.90	111,250.00
Class "B" Asphalt Concrete	Ton	3,750	33.65	126,187.50
Shelter Foundations	Sq. Yd.	87	35.00	3,045.00
Relocating Existing Passenger Shelters	Each	1	300.00	300.00
Concrete in Walls	Cu. Yd.	488	206.00	100,528.00
Reinforcement in Walls	Lbs.	11,673	0.55	6,420.15
8-inch Culvert Pipe	Lin. Ft.	34	21.80	741.20
12-inch Culvert Pipe	Lin. Ft.	50	14.25	712.50
6-inch Storm Sewer Pipe	Lin. Ft.	23	10.10	232.30
8-inch Storm Sewer Pipe	Lin. Ft.	12	12.30	147.60
12-inch Storm Sewer Pipe	Lin. Ft.	6,447	15.72	101,346.84
15-inch Storm Sewer Pipe	Lin. Ft.	853	20.15	17,187.95
18-inch Storm Sewer Pipe	Lin. Ft.	769	26.72	20,547.68
21-inch Storm Sewer Pipe	Lin. Ft.	245	33.60	8,232.00
Extra for Pipe Under Pavement	Lin. Ft.	1,371	11.15	15,286.65
Concrete Manholes	Each	28	1,360.00	38,080.00
Concrete Inlets, Type CG-1	Each	47	325.00	15,275.00

Concrete Inlets, Type CG-2	Each	36	340.00	12,240.00
Concrete Inlets, Type G-1	Each	2	315.00	630.00
Concrete Inlets, Type G-2	Each	6	330.00	1,980.00
Concrete Inlets, Type G-2MA	Each	1	390.00	390.00
Concrete Inlets, Type D	Each	2	350.00	700.00
Inlet Grate, Type 2	Each	1	100.00	100.00
Capping Inlets	Each	14	135.00	1,890.00
3-inch Drain Pipe	Lin. Ft.	30	11.50	345.00
4-inch Drain Pipe	Lin. Ft.	135	4.45	600.75
6-inch Drain Pipe	Lin. Ft.	350	7.05	2,467.50
8-inch Drain Pipe	Lin. Ft.	806	9.25	7,455.50
Drain Backfill Material	Cu. Yd.	196	12.20	2,391.20
Guard Rail, Type 2 A	Lin. Ft.	2,150	10.85	23,327.50
Guard Rail Anchors, Type I	Each	16	300.00	4,800.00
Rail End Pieces, Type C	Each	16	90.00	1,440.00
Type CL-4R Fence	Lin. Ft.	65	15.00	975.00
Concrete Walks	Sq. Yd.	5,456	11.00	60,016.00
Concrete Driveways	Sq. Yd.	1,965	15.80	31,047.00
Concrete Stairs	Lump Sum	All	Lump Sum	6,000.00
Concrete Curbs	Lin. Ft.	16,500	3.60	59,400.00
Concrete Islands	Cu. Yd.	15	145.00	2,175.00
Extra for Asphalt Approaches	Each	105	100.00	10,500.00
Extra for Asphalt Ditch Lining	Sq. Yd.	190	10.00	1,900.00
Concrete Barrier	Lin. Ft.	455	25.00	11,375.00
Rock Gabions	Cu. Yd.	544	60.40	32,857.60
Adjusting Manholes	Each	1	235.00	235.00
Filling Abandoned Manholes	Each	3	270.00	810.00
Roadside Seeding and Mulching	Acre	2	862.00	1,724.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	780.00
Wood Sign Posts	Lump Sum	All	Lump Sum	2,000.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	840.00
Type "C", "D" and "R" Signs in Place	Sq. Ft.	306	8.75	2,677.50
Type "EE" and "EEE" Signs in Place	Sq. Ft.	91	10.25	932.75
Type "I" Signs in Place	Sq. Ft.	9	11.00	99.00
Type "M" Signs in Place	Sq. Ft.	4	8.50	34.00
Type "U" Signs in Place	Sq. Ft.	261	17.25	4,502.25
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	900.00
				$1,202,716.62

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 4,000.00

Temporary Erosion Control	All Required	3,000.00
On-The-Job Trainees (0.80 x 1,000 hrs.)	All Required	800.00
		$ 7,800.00
	SUBTOTAL	$1,210,516.62
	Engineering	151,313.88
	TOTAL	$1,361,830.50

TYPE CODE Y031
TRAFFIC SIGNALS (6 LOCATIONS)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 229,500.00
				$ 229,500.00

ANTICIPATED ITEMS

Signal Controller Testing	All Required	$ 6,000.00
Signal Control Programs	All Required	3,000.00
Signal Turn-On (City)	All Required	2,400.00
Construction Engineering (City)	All Required	1,000.00
		$ 12,400.00
	SUBTOTAL	$ 241,900.00
	Engineering	30,237.50
	TOTAL	$ 272,137.50

Length of Project ---------------- 2.380 miles

RETAIN IN RESERVE

Connect & Test New Interconnect (City)	All Required	$ 2,500.00
PCC Stairway Construction (Sta. 143+10)	All Required	2,500.00
Adjustment of City-Owned Luminaires	All Required	40,000.00
	SUBTOTAL	$ 45,000.00
	Engineering	5,625.00
	TOTAL	$ 50,625.00

SUMMARY OF FUNDS (85%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
Roadway	$1,361,830.50	$1,157,555.50	$204,275.00
Signals	272,137.50	231,316.50	40,821.00
SUBTOTAL	$1,633,968.00	$1,388,872.00	$245,096.00
Reserve	50,625.00	43,031.00	7,594.00
TOTAL	$1,684,593.00	$1,431,903.00	$252,690.00

Group 1: 100%
Contract No. 9922
Prefix: 26-1914 P.E.
Prefix: 26-1046

Appn Code 580

NONPARTICIPATING WORK

Concrete Walks	Sq. Yd.	294	11.00	$ 3,234.00
Single Mailbox Supports	Each	39	100.00	3,900.00
Multiple Mailbox Supports	Each	36	225.00	8,100.00
Concrete Collars	Each	36	30.00	1,080.00
State Responsibility for Damages		All Required		2,000.00
				$ 18,314.00

RDS:me

9922

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY 238-7450

TO: DON ADAMS
ASSISTANT STATE HIGHWAY ENGINEER

DATE: AUGUST 17, 1987

FROM CHUCK LOBAUGH
PROJECT MANAGER

Chuck Lobaugh

SUBJECT: S.W 65TH - S.W. CAPITOL HIGHWAY
BEAVERTON - HILLSDALE HIGHWAY
Contract 9922

VEHICLE ACCIDENT

In an April 21, 1986 letter O.B. Jackmond instructed us to forward a request such as the one attached to Ed Hunter's office where it would be reviewed. I understand that you have taken over some of Ed's responsibilities so please let me know if I should furnish Gail Vore with a copy of the General Daily Progress report for May 31, 1985. I have enclosed a copy of said report.

xc: Marion Craft

RECEIVED
STATE HWY ENGR

AUG 18 '87

8/20
cm

REFER TO
Sellis

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					☒	

cc
Chuck Lobaugh

Advise Chuck.

125-1387

DATE: April 21, 1986

TO: REGION ENGINEERS
PROJECT MANAGERS

FROM: O. B. Jackmond
Contract Administration Engineer
Construction Section

SUBJECT: Requests for Public Records and Document Copying

1/30/87 Sent copies to All project managers as reminder J.

Recently we have noticed an increase in attorney requests for document production under the Public Information Act, specifically relating to projects being constructed by their clients. The intent of this tactic is probably obvious, but nevertheless a burden to our offices. Since the Project Manager is available to the contractor to discuss the project, it can be assumed the real agenda of the request is litigation bound.

Administrative Instruction No. 13, signed October 18, 1979, covers the procedures for such requests and should be reviewed prior to taking action with the intent of providing statewide uniformity for treatment of such requests. The following procedure should be followed. If the request is related to a construction contract from a contractor or his legal representative, forward the written request to the Construction Office, where it will be reviewed with our Trial Attorney or Chief Council. In the case of a possible tort action, forward the written request to Ed Hunter's office where it will be reviewed by Risk Management. Particular care and attention should be given to whether litigation is anticipated. Early notice of this to the Construction Section is important.

Since many of our records are odd sizes, additional breakdowns in use for cost have been included below.

8-1/ 2" x 11" = $0.10 per copy
8-1/2" x 14" = $0.15 per copy
11" x 17" = $0.20 per copy

Photograph Reproductions = Actual Cost

Blue Line or Xerox Reproduction of Maps & Rolls = Actual Cost. (Usually, $0.50 from Salem).

In addition, careful time should be kept on providing the documents at your site for review, and the time of having the reproductions made equal to $9.00 per hour. Postage should be considered, if applicable.

There is a form to be completed and submitted to Jan Peterson in Accounting for billing of the cost. It is called a Request for Outside Billing (Form A191 SP*F294). A copy of the request letter may be attached as verification of the order for the work.

OBJ:RK:mk

cc: Jack Sollis
William Cloran
E. S. Hunter

370-6232

VERGEER, ROEHR & SWEEK
ATTORNEYS AT LAW
1027 E. BURNSIDE
PORTLAND, OREGON 97214
PHONE (503) 234-6527

DUANE VERGEER
FREDERIC P. ROEHR
WALTER H. SWEEK
CARL R. RODRIGUES
EDWARD L. SEARS
CHARLES HUBER
CYNTHIA A. CROFT

HARRY F. SAMUELS
(1911-1977)

THOMAS SAUBERLI
of Counsel

August 10, 1987

Chuck Lobaugh
3700 S. W. 92nd
Portland, Oregon 97266

Re: Request for information regarding the existence of construction

Dear Mr. Lobaugh,

This letter formalizes the request for information which we discussed during our telephone conversation on Monday, August 10th. I am interested in obtaining information regarding the existence of construction on the westbound lane of Beaverton Hillsdale Highway at approximately the 3900 block on May 31, 1985. The existence of construction work rather than the nature of the construction is of interest to me. In addition, I am interested in obtaining information regarding the existence and placement of cones on the Highway. In particular, I would like to know if any cones were placed in a formation requiring cars to merge from the outside lane to the inside lane near the 3900 block.

Please call me if you have any questions regarding this request. Thank you for your assistance.

Very truly yours,

VERGEER, ROEHR & SWEEK

Gail Vore

Gail Vore
Law Clerk for Cynthia Croft

GV:tp

RECEIVED
AUG 13 1987
PROJECT MGR.
CHUCK LOBAUGH

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

GENERAL DAILY PROGRESS REPORT

SHIFT	S	M	T	W	T	F	S
DAY						X	

DATE: 5/31/85

PROJECT NAME (SECTION): SW 65TH AVE SW CAPITOL HWY

CONTRACT NO.: 9922

HIGHWAY: BEAVERTON HILLSDALE

PREFIX: Z6-1046

CONTRACTOR AND/OR SUBCONTRACTOR: O.A.P. (KEN HOOD CONST.)

F.A. PROJECT NO.: IX-9228(2)

WEATHER

CLEAR	FAIR	CLOUDY	SHOWER	RAIN	SNOW
			X		
TEMP	TO 32	32-50	50-70	70-85	OVER 85
		50	65		
WIND		STILL	LOW	MED.	HIGH
			X		
HUMIDITY		DRY	LOW	MED	HUMID
					X

NUMBER OF PERSONNEL AND MAJOR EQUIPMENT

LOCATION OF WORK	HOURS	SUPERVISORS	OPERATORS	TRUCK DRIVERS	LABORERS	TRAINEES	BORING MACHINE	BACK HOE	BLADE	COMPACTOR	COMPRESSOR	CRANE	DISTRIBUTOR	DOZER	LOADER	PAVER	ROLLER	SCRAPER	TRUCK (DUMP)	TRUCK (PICKUP)	TRUCK (WATER)
O.A.P.		1	1		1				1							1				1	1
KEN HOOD CONST. EX'ING CREW		1	2	2	2			1						1	1				2	1	1
TARGET BORING		1			1		1														
GOLDIE GENTLE		SEE DICK MARSHALL'S DAILY																			
~~O.A.P.~~ GERVAIS CONST.		NO ACTIVITY TODAY																			
TILE & A.G.S.		SEE BILL BURGESS' DAILY																			

LOCATION and/or	DESCRIPTION OF WORK	ITEM NO.	ESTIMATED QUANTITIES THIS DATE	ESTIMATED QUANTITIES TOTAL
167+75 TO 170+60 RT	EXCAVATED ROADWAY & BUILD S/W S.G.			
168+50 to 180+00 RT	INSTALLED 1" AGGREGATE BASE ROCK	15	341.78	4737.39 TONS

REMARKS - Condition of the traffic control and roadway; important discussions with contractor; rejected work or materials and reasons; delays, difficulties, accidents, utility damages and other unusual conditions or events; arrivals and departures of major equipment; visitors.

KEN HOOD CONST.: CONTINUED EXCAVATING UP TO STA 167+75 RT.
CONTRACTOR STOPPED EXCAVATION BECAUSE I TOLD PETE IDLEWINE
OF OAP, THAT I DIDN'T WANT THEM TO EXCAVATE BEYOND 167+85
BECAUSE OF THE VERTICAL EDGE THAT WAS STILL NOT FILL IN
AT WALL #3 AREA. I TOLD THEM THAT THEY ALREADY HAD TOO
MANY AREAS THAT HAD VERICAL EDGES AND WERE NOT ROCK WITH
RAMP LIKE THE PLANS AND SPECIAL PROVISIONS REQUIRED.
KEN HOOD HAD TO REMOVE PAVEMENT AT CUT LINE IN BORE
PIT AREA BECAUSE ROADWAY WAS CAVIN. CONTRACTOR PLACED MORE
TIMBERS AND BETTER BACKFILL IN FRONT OF SHORING TO KEEP ROADWAY
FROM FALLING IN.

FOR ACCIDENT DETAILS SEE BACK

USE BACK FOR ADDITIONAL REMARKS - SEE BACK ☑

PREPARED BY: Steven E. Smith

734-3474 (Rev. 4-82)

DISTRIBUTION: Original to Project Manager
Copy to Originator

TARGET BORING: CONTINUED BORING OUT HAD ABOUT A 4 HOUR DELAY TODAY BECAUSE KEN HOOD HAD TO REINFORCE ROADWAY WILL CONTINUE BORING TOMORROW.

CONTRACTOR WAS OFF THE ROAD BY 3:15 PM TODAY

AR #1

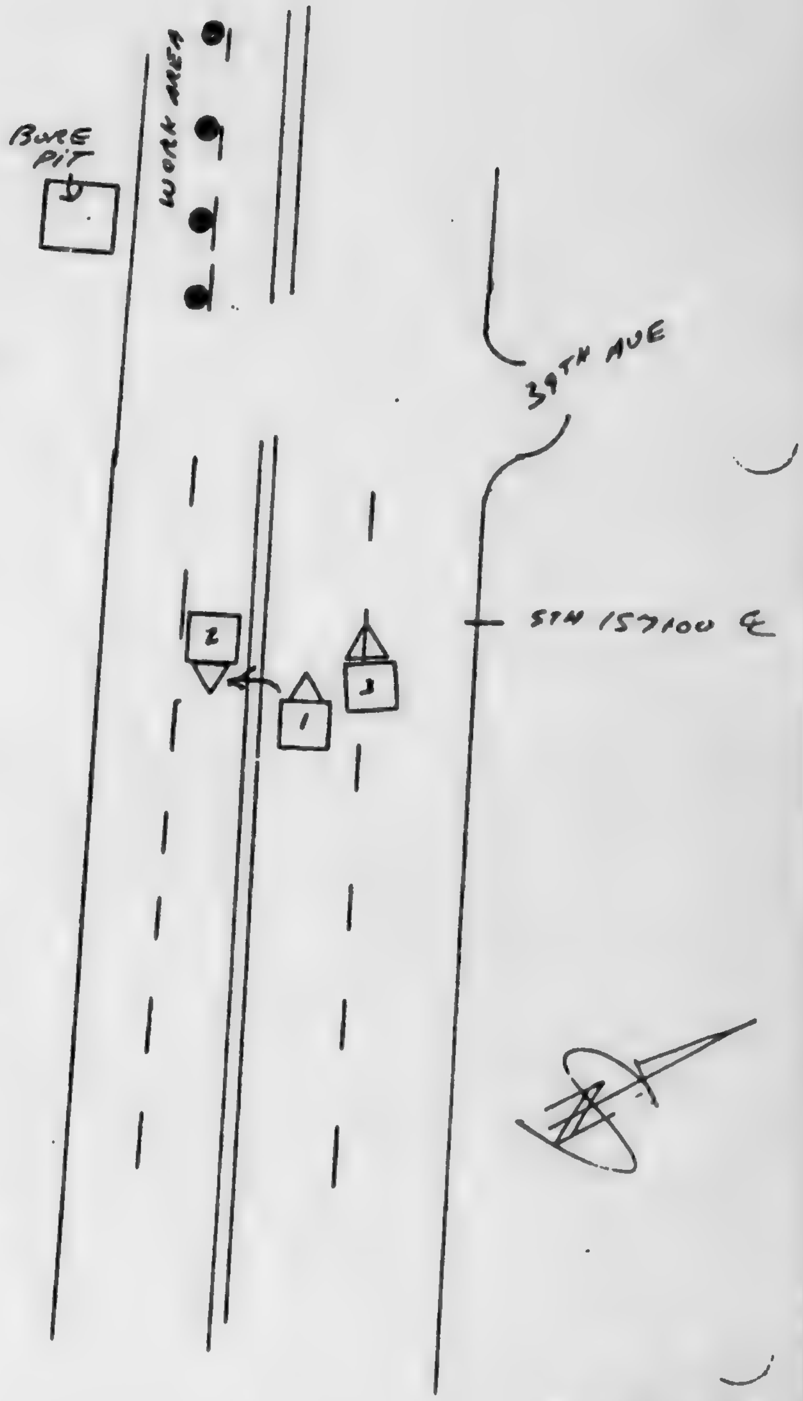
BROWN DODGE COLT ORE BPP994
FRONT, SIDE & REAR DAMAGE

AR #2

BROWN HONDA CAR ORE CUK 191
FRONT DAMAGE ONLY

AR #3 PICKUP TRUCK

NO INFORMATION TRUCK DIDN'T STOP



CCIDENT HAPPENED BEFORE I ARRIVED T JOBSITE, DIDN'T GET MANY DETAILS HER THAN POLICEMAN TOLD ME ACCIDENT AS NOT CAUSED BY CONTRACTORS WORK AREA. ICEMAN TOLD ME PICKUP TRUCK CUTOFF AR #2 AND CAUSED CAR #2 TO GO INTO NCOMMING TRAFFIC AND HIT CAR #1

IGNS AND CONES WERE PLACED IN ORDER AS PER DRWG 2200 OF PLANS FOR JOB

S.E.S.

7922

August 6, 1987

CON 5 - #9922

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On July 22, 1987, we wrote to you concerning release of final payment on Contract No. 9922 awarded to Oregon Asphaltic Paving Co. for work on the SW 65th Avenue-SW Capitol Highway Section of the Beaverton-Hillsdale Highway in Multnomah County.

Final payment on this contract is $4,009.40 and the total contract amount is $1,676,752.84 including $33,046.31 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Oregon Asphaltic Paving Co.
P.O. Box 16537
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9922

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5
9922

TO: Commission Services

DATE: July 20, 1987

Werner E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9922, On Site Work Substantially Completed November 15, 1985

All Work Completed June 15, 1987

Project SW 65th Ave.-SW Capitol Hwy.

Highway Beaverton-Hillsdale

County Multnomah

Type of Work Grade, Pave, Sign, Signals & Bikeway

Contractor Oregon Asphaltic Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

7-22-87 - Surety letter written.

RECEIVED
JUL 21 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9922

STEEL FABRICATION **RON PLATT MFG., INC.** COMMERCIAL & INDUSTRIAL

200 S.E. BRIDGEFORD BLVD.
BEND, OREGON 97702
(503) 389-4665

July 18, 1986

Oregon Asphaltic Paving Co.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

On January 2, 1986, I sent notice of claim on OSHD Contract No. 9922. You received notice of my claim from the Department of Transportation by their letter dated January 20, 1986.

To date I have not received any payments from Gaynetco, Inc. on this project. My work was completed and invoiced October 29, 1985. Total amount due totals $598.92 which includes interest accrued to July 18, 1986. Interest will accrue at the rate of 34¢ per day forthwith.

If I do not receive payment in full within ten (10) days from the date of this letter, I will turn this claim over to my attorney for collection.

Very truly,

RON PLATT MFG., INC.

Ronald E. Platt

Ronald E. Platt
President

cc: Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

cc: Robert I. Downey
Safeco Ins. Co. of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

cc: Neil R. Bryant
Gray, Fancher, Holmes, Hurley & Bischof
P. O. Box 1151
Bend, Oregon 97709-1151

RECEIVED
JUL [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. as claim filed

9922

WE LY REPORT FOR CONSTRUCTION JECTS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEK ENDING: July 3, 1986

PROJECT NAME (SECTION): SW 65th Ave to SW Capitol Highway

CONTRACT NO: 9922

HIGHWAY: Beaverton-Hillsdale

COUNTY: Multnomah

F A PROJECT NO: IX-9228(7)

CONTRACTOR: Oregon Asphaltic Paving Co.

KIND OF WORK: Grad, Pav, Sgn, Sgnl, Bikeway

DATE OF AWARD: November 8, 1984

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 2,023,396.95

ESTIMATED PROJECT COST $ 2,050,700.43

ESTIMATED PERCENT OVERRUN/UN~~DERRUN~~ 1.%

ENGINEERING

AUTHORIZATION $ 225,000.00

COST THIS WEEK $ 250.00

TOTAL TO DATE $ 240,850.00

PERCENT OF AUTHORIZATION 107 %

FIRST NOTIFICATION DATE: January 3, 1985

ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND: November 15, 1985

ESTIMATED SEMIFINAL SUBMITTAL DATE: July 1, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 0 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	/ /	321	307	95	
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	9,308 CY	12,500 T	3,750 T			
EST. CORRECTED QUANTITIES	12,772 CY	17,724 T	5,535 T			
EST. PERFORMED TO DATE	12,772 CY	17,724 T	5,535 T			
PERCENT PERFORMED TO DATE	100	100	100	100	0	0

ACTIVITIES THIS WEEK:

No activity.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

The second notification (Nov. 15, 1985) has been sent. Final inspection was held January 3rd. The semifinal was sent July 1, 1986. This will be the last weekly.

F

PROJECT MANAGER (SIGN)

Charles Lobaugh

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

#17[illegible]

ic

N

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMINIS RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90027

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 27, 1986

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:
S. W. 65th Ave. - S. W. Capitol Hwy

11. GENERAL DESCRIPTION OF WORK
Move signals heads to match new alignment and reprogram the heads

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/27/86 as requested in Mr. Fredrickson's letter of 6/20/86 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 14 is approved to a TEC of $920; Federal Funds $782.

RECEIVED
STATE HWY ENGR
JUL 3 '86
REFER TO Potter
FOR

Info	Inves	R/O	D/R	Sign	Act	File

Orig. to
7/3

14. DATE 7/1/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9922

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

June 16, 1986

In Reply Refer To
File No.:
78-50
26-1914

VIC RHODES
Office of Transportation
City of Portland
1120 S.W. Fifth Avenue
Portland, OR 97204

Subject: S.W. 65th - Capitol (Beaverton-Hillsdale Hwy.)
Metropolitan Service District #243

Attached is an updated worksheet showing the federal funding requirements (FAIX) for the subject project. Would you please process through METRO a request to cover the $289,443 shortfall.

As you may be aware, our Region Traffic Section has investigated the accident records for this section of highway to determine if any HES funds could be justified to supplement the e(4) dollars. The investigation revealed that the project did not qualify for Title II monies.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Ted Spence - with attachments
Andy Cotugno - with attachments
~~Gary Ze~~hner - with attachments

Attachments

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JUN 17 1986
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1850

Date 6-9-86

Plan File # 78-50

Prepared By Kathleen Howell

MSD # 243

Key # 383
Cont# 9922

DOCUMENTATION OF
ADDITIONAL FEDERAL FUNDING REQUIREMENTS

TIP NAME Beaverton Hillsdale Hwy - Capital Hwy to Scholls Fy Rd.

Section 65th - Capital Hwy. Highway Beaverton - Hillsdale

Jurisdiction

Type of Federal Funds: FAIX X FAU ___ Other

Financial Sponsor City of Portland

	MSD AUTHORIZATIONS FED. $ (MSD Report # 4-14-86)	ESTIMATED COST FED. $ (Date of Est. 6/86)	DIFFERENCE (MSD Auth. Less Est. Cost)
PE	272,935	298,282	-25,347
R/W	522,410	522,410	0
Const.	1,431,903	1,695,998	-264,095
Reserve	0	0	0
Total	2,227,248	2,516,690	-289,442

TOTAL ADDITIONAL FUNDS NEEDED: 289,442

COMMENTS:

RECOMMENDED MSD ACTION:

9922

6-5-86

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

TREASURER OF THE STATE OF OREGON

ADDRESS

CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY

(For use of Paying Office)

STATE: OREGON

VOUCHER PERIOD: FROM 2-8-79 TO 10-09-84

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.: IX-9228(2)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
177 ~~823~~	31,949.61 ~~$ 36,773.87~~	29,539.71 ~~$ 36,773.87~~	85 ~~85%~~	25,108.75 ~~$ 31,257.79~~	~~$31,257.79~~	-0-
772	52,700.00	52,700.00	85%	ok 44,795.00	44,795.00	-0-
580	58,025.15	58,025.15	85%	ok 49,321.38	49,321.38	-0-
823	~~204,560.59~~	~~203,140.59~~ 210,374.85	~~85%~~ 85	~~172,669.59~~ 178,818.62	~~172,669.59~~ 178,818.62	-0-
	$353,049.61	$350,639.71	85%	$298,043.75	$298,043.75	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY: OREGON

DATE: 6-5-86

SIGNATURE OF AUTHORIZED OFFICIAL: CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED: $0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. 65th AVE. S.W. CAPITOL HIGHWAY (PORTLAND) SECTION SR IN MULTNOMAH COUNTY					
	Preliminary Engineering					
	Type Code PE					
	Work by the City of Portland (823)	All Required			$ 36,773.87	
	State (772)	All Required			52,700.00	
	State (580)	All Required			58,025.15	
	State (823)	All Required			202,889.23	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$350,388.25	
	Misc Project Cost					
	Audit Expense (823)	All Required			$ 251.46	
	TOTAL PARTICIPATING PROJECT COST				$350,639.71	
	Non-Participating Project Cost					
	State (823)	All Required			$ 2,409.90	
	TOTAL PROJECT COST				$353,049.61	
	Prepared based on Participating cost as shown on the Federal Billing as of June 12, 1986.					
	AMOUNT CARRIED FORWARD					

FORM APPROVED BY
COMPTROLLER GENE
U.S. MAY 12, 1966

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                              JUNE 1985        PAGE 1082
                                                                                        FISCAL          GRAND TOTAL
      DESCRIPTION                      PREFIX  FUNCTION SUB F. GR  CURRENT MONTH     YEAR TO DATE        TO DATE
                                   426   1931     903     00 P 1                                         78,149.31
                                                  TOT     P1                                             78,149.31
                                                  TOT     N9                                             78,149.31CR
                                               ** JOB TOTALS **            **              **                  **

  SW 65TH-SW CAPITOL HWY      CONT NO        FA PROJ NOS XI  9228002 100                                           STATE
                                   426   1932     598     00 N 9                    119.09CR          31,257.79CR
                                   426   1932     903     00 P 1                    119.09            31,257.79
                                                  TOT     P1                        119.09            31,257.79
                                                  TOT     N9                        119.09CR          31,257.79CR
                                               ** JOB TOTALS **            **              **                  **

  SE 7TH - SE 82ND            CONT NO        FA PROJ NOS XI  9800001 100                                           STATE
                                   426   1933     598     00 N 9                  1,245.97CR          21,853.38CR
                                   426   1933     903     00 P 1                  1,245.97            21,853.38
                                                  TOT     P1                      1,245.97            21,853.38
                                                  TOT     N9                      1,245.97CR          21,853.38CR
                                               ** JOB TOTALS **            **              **                  **

  SE POWELL PARKING LOTS A&B  CONT NO      * FA PROJ NOS XI  0024004 100                                           STATE
                                   426   1934     598     00 N 9                                       8,298.23CR
                                   426   1934     903     00 P 1                                       8,298.23
                                                  TOT     P1                                           8,298.23
                                                  TOT     N9                                           8,298.23CR
                                               ** JOB TOTALS **            **              **                  **

  N COLUMBIA BLVD-N PRTLD RD RA CONT NO    * FA PROJ NOS XI  9956008 100                                           STATE
                                   426   1935     598     00 N 9                                       8,230.77CR
                                   426   1935     903     00 P 1                                       8,230.77
                                                  TOT     P1                                           8,230.77
                                                  TOT     N9                                           8,230.77CR
                                               ** JOB TOTALS **            **              **                  **

  NW 26TH-NW GLISAN           CONT NO      * FA PROJ NOS X10 9300004 100 XI  9300004    X10 9300004                STATE
                                   426   1936     598     00 N 9                                     203,112.90CR
                                   426   1936     903     00 P 1                                      95,500.00
                                   426   1936     903     00 P 2                                      58,055.65
                                   426   1936     903     00 P 3                                      49,557.25
                                                  TOT     P1                                          95,500.00
                                                  TOT     P2                                          58,055.65
                                                  TOT     P3                                          49,557.25
                                                  TOT     N9                                         203,112.90CR
                                               ** JOB TOTALS **            **              **                  **
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1985        PAGE 806

                                                                                 FISCAL           GRAND TOTAL
    DESCRIPTION               PREFIX  FUNCTION SUB F. GR  CURRENT MONTH      YEAR TO DATE           TO DATE
                          026   1910     923     00 P 2                                                  57.54
                          026   1910     926     00 P 1                                                   8.58
                          026   1910     926     00 P 2                                               1,276.09
                                         TOT        P1                                                   88.58
                                         TOT        P2                                               3,003.66
                                         TOT        N2                                                     .01
                                      ** JOB TOTALS **               **                  **          3,092.25  **

 BANCROFT & SELLWOOD BR    CONT NO      * FA PROJ NOS XI  9565006 10C                                              STATE
                          026   1913     295     00 N 9                           1,177.05            36,302.05
                          026   1913     296     00 N 9                           2,374.71CR         235,869.58CR
                          026   1913     298     00 N 9                           1,197.66           199,567.53
                          026   1913     901     00 P 1                           1,396.37           128,815.36
                          026   1913     901     00 N 1                              86.33             2,132.95
                          026   1913     902     00 P 1                                                   95.93
                          026   1913     902     00 N 1                                                   23.17
                          026   1913     903     00 P 1                                                   62.01
                          026   1913     905     00 P 1                                               18,385.53
                          026   1913     906     00 P 1                                               28,246.05
                          026   1913     907     00 P 1                                                  451.06
                          026   1913     907     00 N 1                                                2,491.35
                          026   1913     909     00 P 1                                                   37.02
                          026   1913     910     00 P 1                                                9,668.85
                          026   1913     911     00 P 1                                                2,869.11
                          026   1913     911     00 N 1                                               10,688.29
                          026   1913     913     00 P 1                                                  652.33
                          026   1913     913     00 N 1                                                5,224.42
                          026   1913     914     00 P 1                                                   17.79
                          026   1913     914     00 N 1                                                4,820.55
                          026   1913     915     00 P 1                                                    5.94
                          026   1913     916     00 P 1                                                  173.73
                          026   1913     918     00 P 1                                                  420.32
                          026   1913     920     00 P 1                                                  155.83
                          026   1913     921     00 P 1                                                  389.94
                          026   1913     922     00 P 1                                                3,831.69
                          026   1913     923     00 P 1                                                   89.43
                          026   1913     923     00 N 1                                               10,709.06
                          026   1913     925     00 P 1                                                  251.67
                          026   1913     925     00 N 1                                                2.480.38
                          026   1913     926     00 P 1                                                   32.32
                          026   1913     950     00 P 1                                                  997.51
                                                                                                       1,673.03
                                         TOT        P1                            1,396.37           232,677.55
                                         TOT        N1                               86.33             3,192.03
                                      ** JOB TOTALS **               **           1,482.70  **       235,869.58  **

 SW 65TH AVE-CAPITOL HWY   CONT NO      * FA PROJ NOS XI  9228002 100 X10 9228002   X10 9228002             STATE
                          026   1914     295     00 N 9                                            ~~12,700.00~~
```

DESCRIPTION	PREFIX		FUNCTION	SUB	F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	026	1914	296	00	N 9		119.09	~~254,377.21CR~~
	026	1914	298	00	N 9		119.09CR	~~241,677.21~~
	026	1914	901	00	P 1		2,650.99	78,207.86
	026	1914	901	00	P 2			52,700.00
	026	1914	901	00	P 3			58,025.15
	026	1914	901	00	N 1			~~2,407.27~~
	026	1914	902	00	P 1			32.22
	026	1914	905	00	P 1		3,091.82	52,682.06
	026	1914	906	00	P 1		293.75	5,305.43
	026	1914	909	00	P 1			31,033.03
	026	1914	910	00	P 1			2,297.51
	026	1914	911	00	P 1		147.38	8,954.96
	026	1914	913	00	P 1			11,466.35
	026	1914	913	00	N 1			~~2.63~~
	026	1914	914	00	P 1		404.69	4,070.64
	026	1914	915	00	P 1		251.46	~~251.46~~ >
	026	1914	916	00	P 1			2,539.92
	026	1914	918	00	P 1			253.97
	026	1914	920	00	P 1		97.93	295.67
	026	1914	921	00	P 1		3,734.72	3,734.72
	026	1914	922	00	P 1		47.02	47.02
	026	1914	923	00	P 1		55.27	567.07
	026	1914	926	00	P 1			999.98
	026	1914	932	00	P 1		243.18	364.67
	026	1914	933	00	P 1		93.51	177.52
	026	1914	936	00	P 1		270.73	535.48
	026	1914	938	00	P 1			45.45
	026	1914	950	00	P 1			1,786.43
	026	1914	950	00	N 1			~~.11CR~~
	026	1914	960	00	N 1			~~549.57~~
			TOT		P1		11,382.45	205,649.42
			TOT		P2			52,700.00
			TOT		P3			58,025.15
			TOT		N1			2,959.36
			** JOB TOTALS **			**	11,382.45 **	319,333.93 **

BEAV-HILLDLE HWY-SW SUNSET BL CONT NO * FA PROJ NOS H 9228003 100 STATE

026	1919	296	00	N 9		670.68CR
026	1919	298	00	N 9		670.68
026	1919	901	00	P 1		.01CR
026	1919	901	05	P 1		322.30
026	1919	903	00	P 1		372.99
026	1919	905	00	P 1		19.04
026	1919	906	00	P 1		11.40
026	1919	906	00	N 1		4.80
026	1919	912	00	P 1		14.25
026	1919	923	00	P 1		.24
026	1919	932	00	P 1		20.63

```
1/07/87                                                        JOB COST SUMMARY
                                                 L /SUBJOB/ACTIVITY/OBJ-DETAIL CREW-N
                                                         PAYROLL CHARGES ARE LOADED

                                                                CREW        MSA
                EA        SUBJOB    ACTIVITY    OBJ-DETAIL     NUMBER      FIELD

             C0261914      000        900          001          1090
             C0261914      000        900          001          1090

             C0261914      000        900          001

             C0261914      000        900

             C0261914      000        905          001          7364
             C0261914      000        905          001          7364

             C0261914      000        905          001

             C0261914      000        905          030          7364
             C0261914      000        905          030          7364

             C0261914      000        905          030

             C0261914      000        905

             C0261914      000

             C0261914      010        020          598          2100
             C0261914      010        020          598          2100

             C0261914      010        020          598

             C0261914      010        020

             C0261914      010

             C0261914      011                     598          0521
             C0261914      011                     598          0521

             C0261914      011                     598          0631
             C0261914      011                     598          0631

             C0261914      011                     598

             C0261914      011

             C0261914      011        020          598          1000
             C0261914      011        020          598          1000

             C0261914      011        020          598          2100
             C0261914      011        020          598          2100

             C0261914      011        020          598

             C0261914      011        020
```

JOB COST SUMMARY

/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER

PAYROLL CHARGES ARE LOADED

-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
1	1090		.00	.00
1	1090		.00	.00
1			.00	.00
			.00	.00
1	7364		.00	.00
1	7364		.00	.00
1			.00	.00
0	7364		.00	.00
0	7364		.00	.00
0			.00	.00
			.00	.00
			.00	.00
8	2100		.00	.11
8	2100		.00	.11
8			.00	.11
			.00	.11
			.00	.11
8	0521		.00	29,539.71-
8	0521		.00	29,539.71-
8	0631		.00	.01
8	0631		.00	.01
8			.00	29,539.70-
			.00	29,539.70-
8	1000		.00	1,786.32-
8	1000		.00	1,786.32-
8	2100		.00	.11-
8	2100		.00	.11-
8			.00	1,786.43-
			.00	1,786.43-

```
1/07/87                                                    JOB COST SUMMARY
                                             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-
                                                    PAYROLL CHARGES ARE LOADED

                                                                 CREW       MSA
                  EA        SUBJOB    ACTIVITY    OBJ-DETAIL    NUMBER     FIELD

               C0261914      011         900         504         0521
               C0261914      011         900         504         0521

               C0261914      011         900         504

               C0261914      011         900

               C0261914      011

               C0261914      021                     598         0631
               C0261914      021                     598         0631

               C0261914      021                     598

               C0261914      021

               C0261914      021

               C0261914      041                     598         0521
               C0261914      041                     598         0521

               C0261914      041                     598         0631
               C0261914      041                     598         0631

               C0261914      041                     598

               C0261914      041

               C0261914      041

               C0261914
```

```
              JOB COST SUMMARY
A/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER                                    PAGE        2
        PAYROLL CHARGES ARE LOADED

          CREW       MSA              CURRENT                    BALANCE TO
ETAIL    NUMBER     FIELD              MONTH                        DATE

          0521                                   .00                       46.98-
          0521                                   .00                       46.98-

                                                 .00                       46.98-

                                                 .00                       46.98-

                                                 .00                   31,373.11-

          0631                                   .00                         .01-
          0631                                   .00                         .01-

                                                 .00                         .01-

                                                 .00                         .01-

                                                 .00                         .01-

          0521                                   .00                    29,539.71
          0521                                   .00                    29,539.71

          0631                                   .00                          .00
          0631                                   .00                          .00

                                                 .00                    29,539.71

                                                 .00                    29,539.71

                                                 .00                    29,539.71

                                                 .00                     1,833.30-
```

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 12/23/86 20:33

FEDERAL APPROPRIATION: 177

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: XI -9228-002									
******************************									
F04226									
C0261914-041	29,539.71	25,108.75	29,539.71						
AGREEMENT TOTALS	29,539.71	25,108.75	29,539.71	85.00	25,108.75	25,108.75	.00		.00
FED PROJ TOTALS	29,539.71	25,108.75	29,539.71		25,108.75	25,108.75	.00		.00
FEDERAL PROJECT: XI -9228-007									
******************************									
F04091									
C09922 -000	5,076.26	7,634.31	20,076.26						
C09922 -021	69,402.36	68,422.52	69,402.36						
AGREEMENT TOTALS	74,478.62	76,056.83	89,478.62	85.00	300,194.00	76,056.83	.00		.00
FED PROJ TOTALS	74,478.62	76,056.83	89,478.62		300,194.00	76,056.83	.00		.00
FEDERAL PROJECT: XI -9234-011									
******************************									
F03869									
C1341929-000	50,548.43	43,046.87	50,548.43						
C1341929-001	114.95	.00	94.95						
AGREEMENT TOTALS	50,663.38	43,046.87	50,643.38	85.00	85,340.00	43,046.87	.00		.00
FED PROJ TOTALS	50,663.38	43,046.87	50,643.38		85,340.00	43,046.87	.00		.00
FEDERAL PROJECT: XI -9296-004									
******************************									
F02300									
C09854 -000	59,966.90	5,969.18	58,926.33						
C09854 -001	742.88	.00	.00						
C09854 -010	15,225.70	.00	.00						
C09854 -011	1,839,919.10	1,608,049.44	1,839,919.10						
AGREEMENT TOTALS	1,915,854.58	1,614,018.62	1,898,845.43	85.00	1,616,474.00	1,614,018.62	.00		.00
F02301									
C09854 -000	4,513.50	909.28	4,435.18						

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 12/23/86 20:33

FEDERAL APPROPRIATION: 772

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: XIO -9067-002									
******************************									
F01792									
C2341912-000	388,831.29	.00	388,831.29						
C2341912-001	1,048.74	.00	.00						
C2341912-010	3,682.86	.00	.00						
C2341912-011	73,367.08-	75,000.00	73,367.08-						
AGREEMENT TOTALS	320,195.81	75,000.00	315,464.21	85.00	75,000.00	268,144.58	193,144.58	B	.00
FED PROJ TOTALS	320,195.81	75,000.00	315,464.21		75,000.00	268,144.58	193,144.58	B	.00
FEDERAL PROJECT: XIO -9088-003									
******************************									
F02483									
C3342533-000	4,993.87	.00	4,993.87						
C3342533-001	435.63	.00	.00						
C3342533-010	6,896.30	.00	.00						
C3342533-011	776,703.31	660,025.00	776,703.31						
AGREEMENT TOTALS	789,029.11	660,025.00	781,697.18	85.00	660,025.00	664,442.60	4,417.60	B	.00
FED PROJ TOTALS	789,029.11	660,025.00	781,697.18		660,025.00	664,442.60	4,417.60	B	.00
FEDERAL PROJECT: XIO -9091-010									
******************************									
F01425									
C09404 -010	3,372.36	.00	.00						
C09404 -011	185,398.80	157,588.98	185,398.80						
AGREEMENT TOTALS	188,771.16	157,588.98	185,398.80	85.00	157,588.98	157,588.98	.00		.00
FED PROJ TOTALS	188,771.16	157,588.98	185,398.80		157,588.98	157,588.98	.00		.00
FEDERAL PROJECT: XIO -9228-002									
******************************									
F00713									
C0261914-021	52,699.99	44,794.99	52,699.99						
AGREEMENT TOTALS	52,699.99	44,794.99	52,699.99	85.00	44,795.00	44,794.99	.00		.00

```
REPORT NO: FMBL003-1                                OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE 690
SEQ: FEDERAL APPROPRIATION, FEDERAL                    FINANCIAL MANAGEMENT SYSTEM                                  RUN 12/23/86 20:33
     PROJECT, AGREEMENT, EA-SUBJOB                    OREGON STATE HIGHWAY DIVISION
                                                          FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 772

 AGREEMENT          TOTAL COSTS        AMOUNT       --PARTICIPATION--       AGREEMENT        FEDERAL   -ADJUSTMENT-         VOUCHER
   EA/SUBJOB          TO DATE       PREV CLAIMED     AMOUNT    PERCENT       AMOUNT           SHARE     AMOUNT  CODE          AMOUNT
FEDERAL PROJECT: XIO -9228-002
*******************************

 F01766

FED PROJ TOTALS     52,699.99       44,794.99       52,699.99              44,795.00       44,794.99         .00               .00
FEDERAL PROJECT: XIO -9282-004
*******************************

 F01766
   C09375  -000         236.28           1.55          236.28
   C09375  -010         359.70            .00             .00
   C09375  -011   1,767,317.58   1,497,787.81    1,767,317.58

 AGREEMENT TOTALS  1,767,913.56   1,497,789.36    1,767,553.86  85.00  1,497,789.36    1,502,420.78    4,631.42 B             .00

 F01769
   C09375  -000          12.44            .00           12.44
   C09375  -080          11.82            .00             .00
   C09375  -081      69,121.31      58,763.69       69,121.31

 AGREEMENT TOTALS     69,145.57      58,763.69       69,133.75  85.00     58,763.69       58,763.69         .00               .00

FED PROJ TOTALS   1,837,059.13   1,556,553.05    1,836,687.61           1,556,553.05    1,561,184.47    4,631.42 B             .00
FEDERAL PROJECT: XIO -9326-003
*******************************

 F02477
   C3341964-021       73,160.00      62,186.00       73,160.00

 AGREEMENT TOTALS     73,160.00      62,186.00       73,160.00  85.00     62,186.00       62,186.00         .00               .00
FED PROJ TOTALS       73,160.00      62,186.00       73,160.00             62,186.00       62,186.00         .00               .00
FEDERAL PROJECT: XIO -9326-006
*******************************

 F02737
   C4261943-011      200,000.00     170,000.00      200,000.00

 AGREEMENT TOTALS    200,000.00     170,000.00      200,000.00  85.00    170,000.00      170,000.00         .00               .00

 F03557
```

```
REPORT NO: FMBL003-1                        OREGON DEPARTMENT OF TRANSPORTATION                                      PAGE 646
SEQ: FEDERAL APPROPRIATION, FEDERAL            FINANCIAL MANAGEMENT SYSTEM                                 RUN 12/23/86 20:33
     PROJECT, AGREEMENT, EA-SUBJOB            OREGON STATE HIGHWAY DIVISION
                                                  FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 580

 AGREEMENT         TOTAL COSTS       AMOUNT       --PARTICIPATION--      AGREEMENT        FEDERAL     -ADJUSTMENT-       VOUCHER
   EA/SUBJOB         TO DATE      PREV CLAIMED    AMOUNT     PERCENT       AMOUNT          SHARE      AMOUNT  CODE       AMOUNT
FEDERAL PROJECT: XIO -9088-005
*******************************

 F02455
   C09538  -081      14,141.21     12,054.32     14,141.21

 AGREEMENT TOTALS    14,184.49     12,054.38     14,181.62  85.00     12,100.00      12,054.38          .00               .00

 ED PROJ TOTALS   1,083,598.18    909,454.38  1,083,310.89           909,500.00     920,814.26    11,359.88 B             .00
FEDERAL PROJECT: XIO -9088-006
*******************************

 F02461
   C09686  -021      23,375.97     19,869.57     23,375.97

 AGREEMENT TOTALS    23,375.97     19,869.57     23,375.97  85.00     53,183.00      19,869.57          .00               .00

FED PROJ TOTALS      23,375.97     19,869.57     23,375.97            53,183.00      19,869.57          .00               .00
FEDERAL PROJECT: XIO -9091-012
*******************************

 F02468
   C3341906-000      29,011.44     15,733.13     29,011.44
   C3341906-001          25.43           .00           .00
   C3341906-011       7,080.50     14,945.02      7,080.50

 AGREEMENT TOTALS    36,117.37     30,678.15     36,091.94  85.00    127,500.00      30,678.15          .00               .00

 ED PROJ TOTALS      36,117.37     30,678.15     36,091.94           127,500.00      30,678.15          .00               .00
FEDERAL PROJECT: XIO -9228-002
*******************************

 F00714
   C0261914-031      58,025.15     49,321.38     58,025.15

 AGREEMENT TOTALS    58,025.15     49,321.38     58,025.15  85.00     49,321.38      49,321.38          .00               .00

FED PROJ TOTALS      58,025.15     49,321.38     58,025.15            49,321.38      49,321.38          .00               .00
FEDERAL PROJECT: XIO -9228-006
*******************************

F00784
```

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 1/23/86 20:33

FEDERAL APPROPRIATION: 823

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION--		AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT-		VOUCHER AMOUNT
			AMOUNT	PERCENT			AMOUNT	CODE	
FEDERAL PROJECT: XI -9228-002									
*******************************									
F00712									
C0261914-000	.00	.00	.00						
C0261914-010	2,409.90	.00	.00						
C0261914-011	173,600.99	147,560.83	173,600.99						
AGREEMENT TOTALS	176,010.89	147,560.83	173,600.99	85.00	147,560.83	147,560.84	.01	B	.00
F02712									
C4261932-011	31,257.79	31,257.79	31,257.79						
AGREEMENT TOTALS	31,257.79	31,257.79	31,257.79	100.00	31,257.79	31,257.79	.00		.00
FED PROJ TOTALS	207,268.68	178,818.62	204,858.78		178,818.62	178,818.63	.01	B	.00
FEDERAL PROJECT: XI -9300-004									
*******************************									
F02721									
C4261936-021	58,055.65	58,055.65	58,055.65						
AGREEMENT TOTALS	58,055.65	58,055.65	58,055.65	100.00	58,055.65	58,055.65	.00		.00
FED PROJ TOTALS	58,055.65	58,055.65	58,055.65		58,055.65	58,055.65	.00		.00
FEDERAL PROJECT: XI -9326-005									
*******************************									
F02726									
C4261938-011	14,045.01	14,045.01	14,045.01						
AGREEMENT TOTALS	14,045.01	14,045.01	14,045.01	100.00	14,045.01	14,045.01	.00		.00
FED PROJ TOTALS	14,045.01	14,045.01	14,045.01		14,045.01	14,045.01	.00		.00
FEDERAL PROJECT: XI -9326-007									
*******************************									
F02381									
C3262578-011	82,140.72	69,819.61	82,140.72						
AGREEMENT TOTALS	82,140.72	69,819.61	82,140.72	85.00	69,819.61	69,819.61	.00		.00

9922
jc

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	1. FEDERAL-AID PROJECT NO. IX-9228(7) 2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90027

2A. COUNTY NAME Multnomah

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
JUN -6 '86
REFER TO
Potter'
FOR

7. DATE AUTHORIZATION EFFECTIVE March 26, 1986

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:
S. W. 65th Ave. - S. W. Capitol Hwy

11. GENERAL DESCRIPTION OF WORK
Striping Removal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/26/86 as requested in Mr. Fredrickson's letter of 5/21/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 13 is approved to a TEC of $35,000;
Federal Funds $29,750.

14. DATE 6/4/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Horsner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

992.2

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Ted Spence
Region 1

ORIGINAL SIGNED BY
GARY A. POTTER

DATE: May 30, 1986

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As requested, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-9228(7), S.W. 65th Avenue - S.W. Capitol Highway Section in the amount shown:

Current Obligation	Present Estimate	Increase
$1,711,095.00	$1,732,097.00	$21,002.00

Please arrange for updating of MSD's records to show this change.

RLC:me
cc: Gary Zehner, w/attach.
Wayne Schulte, w/attach.
General Files

81-125-1387

9922 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90027

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE March 11, 1986

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:
S. W. 65th Ave. - S. W. Capitol Hwy

11. GENERAL DESCRIPTION OF WORK
Monumentation of Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/11/86 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 11 is approved to a TEC of $25,000; Federal Funds $21,250.

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

14. DATE 5/28/86

15. SIGNATURE OF APPROVING OFFICIAL Kristianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9422 jc

U. S. DEPARTMENT OF TRANSPO ATION
FEDERAL HIGHWAY ADMIN ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9228(2)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90027

2A. COUNTY NAME
Multnomah

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
May 19, 1986	FAU 9228	Primary 40

10. GENERAL LOCATION:

S. W. 65th Avenue - Capitol Highway (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 5/14/86 we approve the revised Preliminary Engineering costs to a TEC of $350,920; Federal Funds $298,282.

(Increase TEC $29,820; Federal Funds $25,347)

RECEIVED
STATE HWY ENGR
MAY 27 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/22/86	G. K. Hassner	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9 4 22 21

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90027

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 19, 1986

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:

S. W. 65th Avenue - Capitol Highway (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 5/14/86 we approve the revised Preliminary Engineering costs to a TEC of $350,920; Federal Funds $298,282.

(Increase TEC $29,820; Federal Funds $25,347)

RECEIVED
STATE HWY ENGR
MAY 27 '86
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/22/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

9922

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: May 14, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 90027
Project No. IX-9228(2)
S.W. 65th Ave.-Capitol Hwy. (Portland) Section
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justifications.

The preliminary engineering costs for the subject project have exceeded the survey authorizations as indicated below.

Activity 901 (Project Engineering Other Offices) has been increased due to the cities extensive involvement with the public, and the unanticipated complexity of the signalization. Activities 905 (Final Design) and 909 (R/W) have required additional funding due to revisions made in an attempt to minimize right-of-way impacts. Various other activities have either been increase or decreased slightly to reflect actual costs.

This is the final request for this project.

The total preliminary engineering costs are $350,920.

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachment
cc: E.L. Hardt (Region 1)
Paul Singer
Wayne Schulte (Region 1)
Gary Zehner

Form 734-3122

AUTHORIZATION NO. 6

DATE: 4-28-86

PRELIMINARY ENGINEERING

SECTION: SW 65th Ave - Capitol Hwy
HIGHWAY: Beaverton-Hillsdale
COUNTY: Multnomah
PREFIX: C026-1914
F.A. NO: IX-9228(2)

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
900 Project Engineering Field Offices		$ 190,000	00	$ 191,340	00
901 Project Engineering Other Offices	N/A	20,000	00	31,260	00
	N/A	1,100	00	550	00
902 Citizen Involvement	N/A	200	00	40	00
903 Final Design Bridge and Foundation	74	3,400	00	5,310	00
	7420				
		1,000	00	1,000	00
904 Preliminary Design	7110				
905 Final Design	73	30,000	00	39,520	00
906 Redesign	73				
907 T.P.D.T. Design	73	10,000	00	13,170	00
908 Field Testing		2,000	00	2,300	00
909 R/W Descriptions	7111	24,000	00	28,040	00
910 R/W Maps	7111	3,000	00	3,000	00
911 Sign And Signal Design	76	11,000	00	8,960	00
	76				
		2,000	00	540	00
912 Railroad Maps	7362				
913 R/W Liaison					
		11,500	00	11,470	00
914 Utility Liaison	7783	300	00	370	00
		2,500	00	4,080	00
915 Landscape Design	7114				
916 Photogrammetry Services	7142	2,600	00	2,540	00
917 Inventory Needs					
920 Project Programming	06	300	00	300	00
921 Specifications And Estimates	7200	3,000	00	3,970	00
923 Environmental Studies	75	800	00	570	00
	75				
				50	00
925 Air Monitoring	7510				
927 Free Bridge Design	74				
	74				
929 Free Bridge Specifications	7200				
933 Base Design	7141			180	00
934 Geotechnical Investigation	7120				
937 Hydraulic Studies	7143				
949 System Studies	N/A				
960 Process Project Prospectus	7144				
961 Prepare Hearing Study Data	7113				
962 Reconnaissance Surveys	71				
963 Review Field Surveys	7113	450	00	260	00
964 Prepare Permits	7000	250	00	50	00
980 Conduct Public Hearing	N/A				
020 Training	N/A	1,800	00	1,290	00
050 Audit Services	0500			260	00
* Amounts shown converted from function amounts that were previously given for this project.		$ 321,100	00	$ 350,920	00

+29,820

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. 90027

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 21, 1985

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:
S. W. 65th Avenue - S. W. Capitol Highway Section

11. GENERAL DESCRIPTION OF WORK
Remove excess top and cap three wood power poles

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/21/85 as requested in Mr. Fredrickson's letter of 3/3/86 as being cost effective for the use of Portland General Electric forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $367; Federal Funds $311.

RECEIVED
STATE HWY ENGR
MAR 13 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
3/13

14. DATE 3/12/86

15. SIGNATURE OF APPROVING OFFICIAL G. K Hessner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

9922

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(7)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division 3-6-86

4. PROGRAM NO.

5. ITEM NO. 90027

2A. COUNTY NAME Multnomah

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 27, 1986

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:
S. W. 65th Ave. - S. W. Capitol Hwy.

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 2/4/86 we approve a Program Change to joint finance the subject project utilizing Appn. Code 177 funds.

1. Appn. Code: To add 177 funds.

RECEIVED
STATE HWY ENGR
MAR 11 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
3/11

14. DATE 3/6/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: February 4, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 90027
S.W. 65th Ave.-S.W. Capitol Highway Section IX-9228(7)
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing Appn Code 177 funds. This change will require the following revisions:

1) Appn Code: to add 177 funds.

RLC:bkb
cc: R. Oakes
W. Schulte, Metro
J. Peterson
General Files

Form 734-3122

9 9 2 2

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Ted Spence
Metro Region

DATE: February 4, 1986

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Request for Additional Federal Funds
Interstate Transfer or Urban System

As indicated, I have requested obligation of additional federal funds from FHWA on federal-aid project number IX-9228(7), S.W. 65th Ave.-S.W. Capitol Highway Section in the amount shown:

Current Obligtion	Present Estimate	Increase
$1,621,387	$1,711,095	$ 89,708

Please arrange for updating of MSD's records to show this change.

RLC:bkb
cc: G. Zehner, w/attach.
W. Schulte, w/attach.
General Files

81-125-1387

9922

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: January 14, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
E. S. HUNTER

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9228(7)

Contract 9922, Work Completed 11-15-85

Project SW 65th Ave.-SW Capitol Hwy.

Highway Beaverton-Hillsdale

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 8, 1986

G.K.
Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
FEB 19 '86
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
[illegible]

734-2023 (2-85)

CL 1986-0044

9922

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 27 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 20, 1986

Ron Platt Mfg., Inc.
200 S.E. Bridgeford Blvd.
Bend, OR 97702

CON 5
#9922

IN REPLY REFER TO
FILE NO.:

We have received your letter dated January 2, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Ron Platt Mfg., Inc.
AMOUNT:	$540.80
FOR:	Fabricate sign structures
AGAINST (Prime contractor)	Oregon Asphaltic Paving Co.
SUBCONTRACTOR:	Gaynetco, Inc.
CONTRACT NO.:	9922
PROJECT:	SW 65th Avenue-SW Capitol Highway Section, Beaverton-Hillsdale Highway, Multnomah County
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert I. Downey

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

INAL SIGNED
ERT W. GORMS

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Oregon Asphaltic Paving Co.
P.O. Box 16537
Portland, OR 97216

Safeco Ins. Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
3-3-86 cc

STEEL FABRICATION

RON PLATT MFG., INC.

COMMERCIAL & INDUSTRIAL

61534 WARD RD. • BEND, OREGON 97702
(503) 389-4665
200 S.E. BRIDGEFORD BLVD.

January 2, 1986

Commission Services
State of Oregon Highway Department
Room 121 Transportation Building
Salem, Oregon 97310

PROJECT: S.W. 65th Avenue - S.W. Capitol Highway Section of the Beaverton-Hillsdale Highway - Multnomah County, Oregon, OSHD Contract ~~#9894~~ 9922

CONTRACTOR: Oregon Asphaltic Paving Co., P. O. Box 16537, Portland, Oregon 97216

SUBJECT: Claim against Bond

Gentlemen:

We subcontracted with Gaynetco, Inc., 10416 N. E. Marx, Portland, Oregon 97220, to fabricate the sign structures for the above mentioned project.

The sign structures have been completed since October of 1985. We have not been paid $520.00 for work performed and $20.80 interest accrued to date. Total amount of $540.80 due us.

Please consider this communication as our request for payment and claim for the above stated amount with the Bonding Company providing coverage for this contract.

Please confirm and advise.

Sincerely,
RON PLATT MFG., INC.
Ronald E. Platt
Ronald E. Platt
President

RECEIVED
JAN 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

99-2

jc cc: OSHD (lien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
JAN 27 '86
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | ci | File

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

1-8-86

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon

Cy 1/28

IN COMPANY WITH Chuck Lobaugh, OSHD

DATE OF INSPECTION January 8, 1986	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. IX-9228(7)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 99 %

S. W. 65TH AVE. - S. W. CAPITOL HIGHWAY
BEAVERTON - HILLSDALE HIGHWAY
Grading, Paving Signing, Signals, and Bikeway

W. E. SCHWARTZ

This project provided for intermittent widening of the Beaverton - Hillsdale Highway, including grading, paving, retaining walls, signals, illumination, landscaping, and drainage work.

Typical sections call for the removal of the existing pavement markers and restriping to a new section with two lanes in each direction, a continuous median, bikepaths, and sidewalks on each side through most of the job. The State however, would like to overlay this section of road next summer and therefore the existing pavement marking has been left intact until that time. If the State is able to find funding for the overlay next summer, the striping to the above mentioned section will be done following the paving. If not, the State will restripe the section on the existing pavement at that time.

The project overran both the original time set up for the job and the original project authorization. A time extension was granted due to extra work involved, eliminating all liquidated damages, and an increase in project authorization has been granted.

The project manager has given the contractor a punch list of some 20+ minor items that need correction. The contractor was working on this punch list at the time of the final inspection.

This project was constructed in conformance with the contract requirements and therefore acceptance is recommended, pending the contractor's completion of the items on the aforementioned punch list.

- TPL -

Form FHWA-1446A
(Rev. 2-84)

973

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

DATE: December 4, 1985

TO: Oregon Transportation Commission

CC
4C

CON 5

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
SW 65th Ave.-SW Capital Hwy. Section
Beaverton-Hillsdale Highway, Multnomah County
Contract No. 9922

This federal aid project is nearing completion and is expected to be finished later this year. It now appears that the final cost will exceed the project authorization by $318,200 or 19 percent.

The quantities of earthwork, aggregate base, and paving materials overran the estimated amounts because the extent of widening required to construct the project to the planned typical section and width was underestimated. The additional work required increased the project cost by approximately $120,400.

Contract plans specified construction of foundations for bus shelters on the project but the contract failed to provide for the shelters to be placed on these foundations. The $20,000 required to do this work was intended to have been included as an anticipated item but was inadvertently omitted from the project authorization.

Steeper than normal slopes were constructed in several locations in order to stay within right-of-way limits. These steep slopes necessitated the addition of an erosion control blanket to prevent failure of the new slopes. This work added approximately $13,450 to the cost of the project. Minor variations of quantities on a variety of items added another $61,100 to the project cost.

The construction engineering costs comprise the balance of the overrun, exceeding the anticipated amount by approximately 85 percent in order to properly monitor, inspect and document the revised and additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $318,200 to a new total of $2,023,396.95. This matter will be on the consent calendar for the December 17 meeting.

LR:HHP:mk

cc:	Fred Miller	R. W. Gormsen
	C. O.Fredrickson	V. E. Skoog
	E. L. Hardt	George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

RECEIVED
STATE HWY ENGR
DEC 4 '85
REFER TO
FOR

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: December 4, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
SW 65th Ave.-SW Capital Hwy. Section
Beaverton-Hillsdale Highway, Multnomah County
Contract No. 9922

This federal aid project is nearing completion and is expected to be finished later this year. It now appears that the final cost will exceed the project authorization by $318,200 or 19 percent.

The quantities of earthwork, aggregate base, and paving materials overran the estimated amounts because the extent of widening required to construct the project to the planned typical section and width was underestimated. The additional work required increased the project cost by approximately $120,400.

Contract plans specified construction of foundations for bus shelters on the project but the contract failed to provide for the shelters to be placed on these foundations. The $20,000 required to do this work was intended to have been included as an anticipated item but was inadvertently omitted from the project authorization.

Steeper than normal slopes were constructed in several locations in order to stay within right-of-way limits. These steep slopes necessitated the addition of an erosion control blanket to prevent failure of the new slopes. This work added approximately $13,450 to the cost of the project. Minor variations of quantities on a variety of items added another $61,100 to the project cost.

The construction engineering costs comprise the balance of the overrun, exceeding the anticipated amount by approximately 85 percent in order to properly monitor, inspect and document the revised and additional work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $318,200. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. D. Allen W. R. Meritt B. M. Walton D. L. Trout

81-125-1387

9922

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

December 3, 1985

In Reply Refer To
File No.:

78-50
26-1914

VIC RHODES
City of Portland
Office of Transportation
1120 S.W. Fifth Avenue
Portland, OR 97204

Subject: S.W. 65th - S.W. Capitol
MSD File No. 243

Attached is a worksheet showing the federal funding requirements for the subject project as of November 27.

The project is currently under construction and during this phase of activity it has been found necessary to overrun some of the bid item quantities and perform other unanticipated work.

The funding shortfall at this time is $308,097 federal funds. Please make the required adjustments through MSD to cover this deficiency.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Ted Spence
Andy Cotugno
Gary Zehner

Attachment

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 04 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Date 11/27/85

Prepared By Schultz

Plan File # 78-50

MSD # 243

DOCUMENTATION OF

ADDITIONAL FEDERAL FUNDING REQUIREMENTS

Wayne Schultz

TIP NAME Beaverton/Hillsdale Hwy. (Capitol Hwy. - Scholls Ferry Rd)

Section SW 65th - SW Capitol Highway B/H

Jurisdiction C.O.P.

Type of Federal Funds: FAIX ✓ FAU ___ Other ___

Financial Sponsor C.O.P.

	MSD AUTHORIZATIONS FED. $ (MSD Report # 95)	ESTIMATED COST FED. $ (Date of Est. 11/27)	DIFFERENCE (MSD Auth. Less Est. Cost)
PE	272,935	272,935	
R/W	522,410	522,410	
Const.	1,431,903	1,740,000	-308,097
Reserve	-	-	
Total	2,227,248	2,535,345	-308,097

TOTAL ADDITIONAL FUNDS NEEDED: # 308,097

COMMENTS:

RECOMMENDED MSD ACTION: Need additional funds to cover overruns and unanticipated work on construction project.

CL 1985-0195

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 19 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 18, 1985

CON 5
#9922

IN REPLY REFER TO
FILE NO.:

Lohman and Lohman
Law Offices
5505 River Street
West Linn, OR 97068

This will acknowledge the Notice of Claim from JMJ Investments dated October 25, 1985, against the following Highway Division contract:

FILED BY: JMJ Investments

AMOUNT: $17,680 plus interest until paid

FOR: Hauling fill dirt and disposal work

AGAINST (Prime contractor): Oregon Asphaltic Paving Co.

SUBCONTRACTOR: Ken Hood Construction

CONTRACT NO.: 9922

PROJECT: SW 65th Avenue-SW Capitol Highway Section, Beaverton-Hillsdale Highway, Multnomah County

SURETY: Safeco Ins. Co. of America

AGENT: Robert I. Downey

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Oregon Asphaltic Paving Co.
P.O. Box 16537
Portland, OR 97216

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
2-18-86 cc

LAW OFFICES OF

Lohman and Lohman

Robert Lohman
Samuel M. Lohman

5505 RIVER STREET
WEST LINN, OREGON 97068
(503) 656-5915
(503) 656-8235

October 23, 1985

To: Secretary of State, State of Oregon
and
To: / Oregon State Department of Transportation
Commission Services
121 Transportation Blvd.,
Salem, OR 97301

Oregon Asphaltic Paving Company
1220 S.E. 190th Avenue
Portland, OR 97235
Attn: Roger Metcalf

Notice is hereby given that the undersigned, JMJ Investments, has a claim for hauling fill dirt on the site from one place to another and disposal work performed between January 8, 1985 and October 9, 1985, in the sum of $17,680.00, together with interest thereon at the rate of 1½% per annum from October 9, 1985 until paid. Said services were furnished at the request of sub-contractor , Ken Hood Construction, in the sum of $32,801.50 of which $15,121.50 has been paid leaving a balance owing of $17,680.00 for which a claim is being made against the bond taken from Oregon Asphaltic Paving Company, as principal, and its surety, Safeco Insurance Company of America, for the work of Southwest 66th Avenue to Southwest Capital Highway, Contract No. 9922, Project Manager Chuck Lobaugh.

This notice is given pursuant to ORS, Chapter 279.

Dated this 25th day of October, 1985.

JMJ INVESTMENTS

By ______________________
James Allsup
5720 K Street
West Linn, OR 97068

cc Safeco Ins. Company of
America
Ken Hood Construction

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

P 220 072 763

RECEIVED
OCT 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

October 31, 1985

Oregon Asphaltic Paving Co.
P. O. Box 16537
Portland, OR 97216

CON 5

Re: Time Extension Request
SW 65th Ave.-SW Capitol Hwy.
Contract No. 9922
FAP No. IX-9228(7)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested additional contract time for 14 stated reasons.

1. Sidewalk design error, Station 192 Lt., 9 days requested. Our records indicate a one day delay to the project, and one additional workday of contract time is granted for this reason.

2. Driveway design error, Station 192 Lt., 1 day requested. We concur that one day is warranted. One additional workday of contract time is granted for this reason.

3. Design error at SW 45th Avenue, 8 days requested. We concur that 8 days are warranted. Eight additional workdays of contract time are granted for this reason.

4, 5 & 6. Extra work done under EWO 1, 2 and 5, 11 days requested.
Our records indicate that this extra work required 7 workdays of contract time. An additional 7 workdays of time is granted for this reason.

7. Design change at 21st Avenue, 4 days requested. Work in this area was skipped due to lack of work crew coordination and not to a design change. This portion of your request is denied.

8. Bus pads not staked, 1 day requested.
These pads were not staked due to your failure to provide reasonable schedule of work activities. This portion of your request is denied.

9. Work done under Price Agreement No. 9, 1 day requested.
We concur and one additional workday of contract time is granted for this reason.

10. Additional Gabion walls, 5 days requested.
Our records indicate that this added work required 2 days. An additional 2 workdays of contract time is granted for this reason.

11. Work done under Price Agreement No. 8, 3 days requested.
Our records indicate that this work required 2 days. An additional 2 workdays of contract time is granted for this reason.

12. End pieces for Wall III, 4 days requested.
Our records indicate no delay to project completion and this portion of your request is denied.

13. Delays from working from off-set stakes, 4 days requested.
Normal survey procedures were followed. This portion of your request is denied.

14. State request to pour sidewalk and apron prior to completely excavating driveways, 4 days requested.
An additional 4 workdays of contract time is granted for this reason.

Although not included in your request, we find that the signal pole revision work done under Price Agreement No. 11 warrants an additional 3 workdays of contract time and that amount of additional time is also granted.

In summary, a contract time adjustment of an additional 29 workdays (41 calendar days) is granted due to the reasons stated above. The adjusted contract time of completion for this contract is 321 calendar days.

Should you wish to further review this matter, or to submit additional data, please contact Project Manager C. Lobaugh.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Chuck Lobaugh w/att.
FHWA w/att.
Bruce Walton - Note: Item 14 is "N-P". Therefore, 35 C.D. is "P" and 6 C.D. is "N".

TE/226

9922

NOTICE OF THE RIGHT TO LIEN

WARNING: READ THIS NOTICE. PROTECT YOURSELF FROM PAYING ANY CONTRACTOR OR SUPPLIER TWICE FOR THE SAME SERVICE.

Date of mailing: October 23, 1985

To: State of Oregon Dept. of Transportation
OWNER
438 Transportation Salem, Or. 97310
OWNER'S ADDRESS

This is to inform you that Oregon Asphaltic Paving
has begun to provide 66 ft. of Chain Link Fence

(description of materials, labor or services) ordered by Oregon Asphaltic Paving
for improvements to property you own. The property is located at:

S. W. 65th Ave. - S. W. Capitol Hwy
Beaverton-Hillsdale Hwy.

Contract 9922

no resp. nec. info only

RECEIVED
OCT 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
OCT 2 [illegible] 1985
HIGHWAY ACCOUNTING

A lien may be claimed for all materials, labor and services furnished after a date that is 10 days before this notice was mailed to you.

Even if you or your mortgage lender have made full payment to the contractor who ordered these materials or services, your property may still be subject to a lien unless the supplier providing this notice is paid.

THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance with the construction lien laws of the State of Oregon.

This notice has been sent to you by:

Name: Security Contractor Services
Address: 12520 N. W. Whitaker Way P.O. Box 20185 Portland, Or. *Phone:* 255-9950

IF YOU HAVE ANY QUESTIONS ABOUT THIS NOTICE, FEEL FREE TO CALL US.

IMPORTANT INFORMATION FOR YOUR PROTECTION

Under Oregon's laws, those who work on your property or provide materials and are not paid have a right to enforce their claim for payment against your property. This claim is known as a construction lien.

If your contractor fails to pay subcontractors, material suppliers or laborers or neglects to make other legally required payments, the people who are owed money can look to your property for payment, EVEN IF YOU HAVE PAID YOUR CONTRACTOR IN FULL.

The law states that all people hired by a contractor to provide you with materials, labor or services must give you a notice of the right to lien to let you know what they have provided.

WAYS TO PROTECT YOURSELF ARE:

- *RECOGNIZE that this notice of delivery of materials, labor or services may result in a lien against your property unless all those supplying a notice of the right to lien have been paid.*
- *LEARN more about the lien laws and the meaning of this notice by contacting the Builders Board, an attorney or the firm sending this notice.*
- *WHEN PAYING your contractor for materials, labor or services, you may make checks payable jointly to the contractor and the firm furnishing materials, labor or services for which you have received a notice of the right to lien.*
- *GET EVIDENCE that all firms from whom you have received a notice of the right to lien have been paid or have waived the right to claim a lien against your property.*
- *CONSULT an attorney, a professional escrow company or your mortgage lender.*

NOTE: THIS FORM TO BE USED ONLY FOR CONSTRUCTION COMMENCED AFTER JANUARY 1, 1982.

FORM No. 1159
Stevens-Ness Law Pub. Co.
Portland, OR 97204 OL

CL 1985-0148
9922

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 28 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 21, 1985

CON 5 - 9922 IN REPLY REFER TO FILE NO.:

Brothers Concrete Cutting
2383 S. E. Three Lakes Road
Albany, OR 97321

Thank you for your letter of October 4, 1985, informing us that your claim in the amount of $11,530.70 against Ken Hood Construction has been paid.

You state this is in reference to the Oregon Asphaltic Paving Co. Contract No. 9922 for work on the S. W. 65th Avenue-S. W. Capitol Highway Section of the Beaverton-Hillsdale Highway in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Oregon Asphaltic Paving Co.
P. O. Box 16537
Portland, OR 97216

Safeco Insurance Co. of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State: Claim filed 9-5-85 and assigned
#CL1985-0148

RECEIVED
OCT 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

"An honest cut"

928-2502

Brothers Concrete Cutting

2383 S.E. Three Lakes Rd.
Albany, OR 97321

October 4, 1985

Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Sirs:

Please Be advised that our claim of $ 11,530.70, against Ken Hood Construction (ref. file # CON 5 #9922) has been paid in full. Thank you for your assistance.

Sincerely,

Carolee Harding

Carolee Harding, Sec.

CC: Oregon Asphaltic Paving Co.
P.O. Box 16537
Portland, Or. 97216

CC: Safeco Ins. Co. of America
4101 S.W. Kruse Way
Lake Oswego, Or. 97034

RECEIVED
OCT 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL1985-0176
9922

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 18 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 16, 1985

IN REPLY REFER TO
CON E - 9922 FILE NO.
RECEIVED
OCT 21 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Bob Grunst
8708 S. E. Jannsen Road
Clackamas, Or 97015

This will acknowledge your letter dated September 26, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Bob Grunst
AMOUNT:	$19,981
FOR:	Truck rentals
AGAINST (Prime contractor)	Oregon Asphaltic Paving Co.
SUBCONTRACTOR:	Ken Hood
CONTRACT NO.:	9922
PROJECT:	SW 65th Avenue-SW Capitol Highway Section, Beaverton-Hillsdale Highway, Multnomah County.
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert I. Downey

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
11-19-85 ek

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Oregon Asphaltic Paving Co.
P. O. Box 16537
Portland, OR 97216

Safeco Insurance Co. of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

September 26, 1985

Bob Grunst
8708 S.E. Jannsen Rd.
Clackamas, Oregon 97015
Job Number: 9922

Dear Mr. Cormsen,

Begining in March of 1985 to September of 1985, I have worked on job number 9922 without any pay. These truck rentals amounted to $19,981.00. Help is asked to straighten it out. Two of the contractors are: Ken Hood,Oregon Asphaltic Paving Company.

Thankyou,
Bob Grunst
Bob Grunst

RECEIVED
SEP 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0148

9922

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 5 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 3, 1985

IN REPLY REFER TO
FILE NO.:
CON 5
#9922

Brothers Concrete Cutting
2383 S.E. Three Lakes Rd.
Albany, OR 97321

Attn: Carolee Harding

This will acknowledge your letter of August 7, 1985, filing a claim against the following Highway Division contract:

FILED BY: Brothers Concrete Cutting, Inc.

AMOUNT: $11,530.70

FOR: Asphalt sawcutting

AGAINST: Oregon Asphaltic Paving Co.

SUBCONTRACTOR: Ken Hood Construction

CONTRACT NO.: 9922

PROJECT: S.W. 65th Avenue-S.W. Capitol Highway Section, Beaverton-Hillsdale Highway, Multnomah County

SURETY: Safeco Ins. Co. of America

AGENT: Robert I. Downey

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
SEP - 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert W. Gormsen
COMMISSION SERVICES

cc: Oregon Asphaltic Paving Co.
P.O. Box 16537
Portland, OR 97216

cc: Safeco Ins. Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
9-17-85 oc

"An honest cut"

928-2502

Brothers
Concrete
Cutting

2383 S.E. Three Lakes Rd.
Albany, OR 97321

Aug. 7,1985

Robert W. Gormsen, Commission Services
Room 121 Transportation Building
Salem, Oregon 97310

Dear Sir:

We are finding it necessary to file a claim for payment for work done on OSHD #9922, Section S.W. 65th Ave Capitol Hwy. Beaverton Hillsdale Hwy. This company, Brothers Concrete Cutting, Inc. with administrative offices at 2383 Three Lakes Rd. S.E. Albany, Oregon 97321, performed asphalt sawcutting on the above mentioned project as a subcontractor to Ken Hood Construction. To date we have received no payment on the past due balance of $11,530.70. Please forward this notice to whomever is necessary to expedite payment of this claim.

Sincerely,

Carolee Harding

Carolee Harding, Sec.

RECEIVED
AUG 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPO

9922

jc

1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90027

7-29-85

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-17-85

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:
S. W. 65th Ave. - S. W. Capitol Hwy.

11. GENERAL DESCRIPTION OF WORK
Furnish and install thermoplastic markings.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 1-17-85 as requested in Mr. Fredrickson's letter of 7-16-85 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No.4 representing work to be performed by City of Portland forces is approved for a TEC of $4,351; Federal Funds $3,698.

It should be noted that project construction documents are using Project IX-9228(2) instead of IX-9228(7) which could create administration and fiscal problems. Please check.

RECEIVED
STATE HWY ENGR
JUL 31 '85
REFER TO
Potter
FOR

14. DATE 7/29/85

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

ROAD DESIGN-HIGHWAY DES 16

Chuck Lobaugh
Project Manager June 14, 1985

Richard A. Kuehn, P.E.
Final Design Engineer

Permanent Sign Shop Drawings
S.W. 65th Ave. - S.W. Capitol Highway
Beaverton - Hillsdale Highway
Multnomah County
Contract No. 9922

Attached are three sets of Type "U" sign shop drawings for use on the subject project. The drawings are approved as noted.

Please retain one set for your use in field inspection, forward one set to Don Wackerbath's office for shop inspection and forward one set to GAYNETCO for sign fabrication.

RK:AA:mg

Attachments

cc: C. O. Fredrickson
Ed Hardt
Andy Anderson mc

9922

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and
Original Contractor or Reputed
Contractor as required by
Oregon Lien Laws.

TO: State of Oregon
(Public Agency)
121 Transportation Way
Salem, Oregon 97310

Date: MAY 30 1985

SX 08614

9922

TO: Oregon Asphalt
(Contractor)
1220 SE 190th
Portland, Oregon

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish 24" O. D. x .250 Wall Carbon Steel Pipe
24" O. D. x .375 Wall Spiral Weld Pipe A252

equipment or materials for a total estimated price of $ 1,000.00
One Thousand Dollars

For the building, structure, or other work of improvement located at:

Oregon St. Hwy Dept
Berth - Beaverton Hwy & 39th
Beaverton, Oregon

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

Target Boring
P.O. Box 230114
Tigard, Or. 97223

By: A. M. Roberts
L. B. FOSTER COMPANY

RECEIVED
JUN 05 1985
CONSTRUCTION SECTION
COE____ OM____
OE ________
CA________
CAM ________
EEO ________
LS____ TC____
SA____ CC____
FE ____ CP____
PQC________
QCS________
FILE

RECEIVED
JUN 05 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME · Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 90027

5-7-85

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3-22-85	FAU 9228	Primary 40

10. GENERAL LOCATION:
SW. 65th AVENUE - CAPITOL HIGHWAY (PORTLAND) SECTION

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
XXXX ☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Based on justification submitted by Mr. Potter's April 25, 1985 letter, the conditional approval for File 54323 is withdrawn and all phases of acquisition are approved.

RECEIVED
STATE HWY ENGR
MAY 8 '85
REFER TO
Potter
FOR

info	Inves	R/D	D/R	Sign	Act	File

Orig to
5/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
5/7/85	John R	for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

77

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 90027

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-1-85

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO
Potter
FOR
Info | Act | File

10. GENERAL LOCATION:
S. W. 65th Avenue - S. W. Capitol Highway Section

11. GENERAL DESCRIPTION OF WORK
Connect and test new interconnect

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 3/1/85 as requested in Mr. Fredrickson's letter of 4-11-85 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No. 6 representing work to be performed by City of Portland forces is approved for a TEC of $2,500 - F.F. $2,125.

14. DATE 4/24/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

97

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTR[illegible]TION

cc: H. S. Coulter

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 90027

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/1/85

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:

SW 65th Avenue - SW Capitol Highway Section

11. GENERAL DESCRIPTION OF WORK

Adjust luminaires

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization of 3/1/85 as requested in Mr. Fredrickson's letter of 4/11/85 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No. 7 representing work to be performed by City of Portland forces is approved for a TEC of $40,000 - Federal funds $34,000.

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO
Potter
FOR
Info Inves R/U D/R Sign Act File

14. DATE 4/24/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#

1

rII

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90027

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO Potter
FOR

Orig D
3/26

7. DATE AUTHORIZATION EFFECTIVE 3/22/85

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:
SW 65th Avenue - Capitol Highway (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 3/6/85 and contingent upon modification of Project Agreement if additional funds are required, you are authorized to proceed with the acquisition of file number 54323 at a TEC of $2,600; Federal Funds $2,210.

The above authorization is conditioned to a submission of justification that clearly reflects the need to acquire the right to construct a road approach on the subject property; also, justification for acquisition and construction costs of extending the approach beyond the existing right-of-way limits.

14. DATE 3/26/85

15. SIGNATURE OF APPROVING OFFICIAL John R Wichman

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 6, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Item No. 90027
Project No. IX-9228(6)
S.W. 65th Ave.-Capital Hwy. (Portland) Sec.
Multnomah County
File No. 54323

I request authorization to proceed with the actual acquisition of the above listed right-of-way file. The right-of-way to be acquired is as outlined in red on the enclosed portion of map 9B-20-20 and does not require relocation assistance.

The estimated total cost of acquiring the right-of-way file is $2,600.00 and authorization to proceed as requested will not require an additional obligation in federal funds on the project at this time.

RDS:bkb
Enc.
cc: J.B. Boyd
Don Aman
— General Files

Form 734-3122

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: February 27, 1985

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: S.W. 65th Ave.-S.W. Capitol Hwy.
Section
Beaverton-Hillsdale Highway
Multnomah County
Project #IX-9228(6)

We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $2,600 and does not require a relocation or moving allowance.

Please program the acquisition of this right-of-way with the Federal Highway Administration. ✓

The above estimate covers file 54323 as shown on map 9B-20-20.

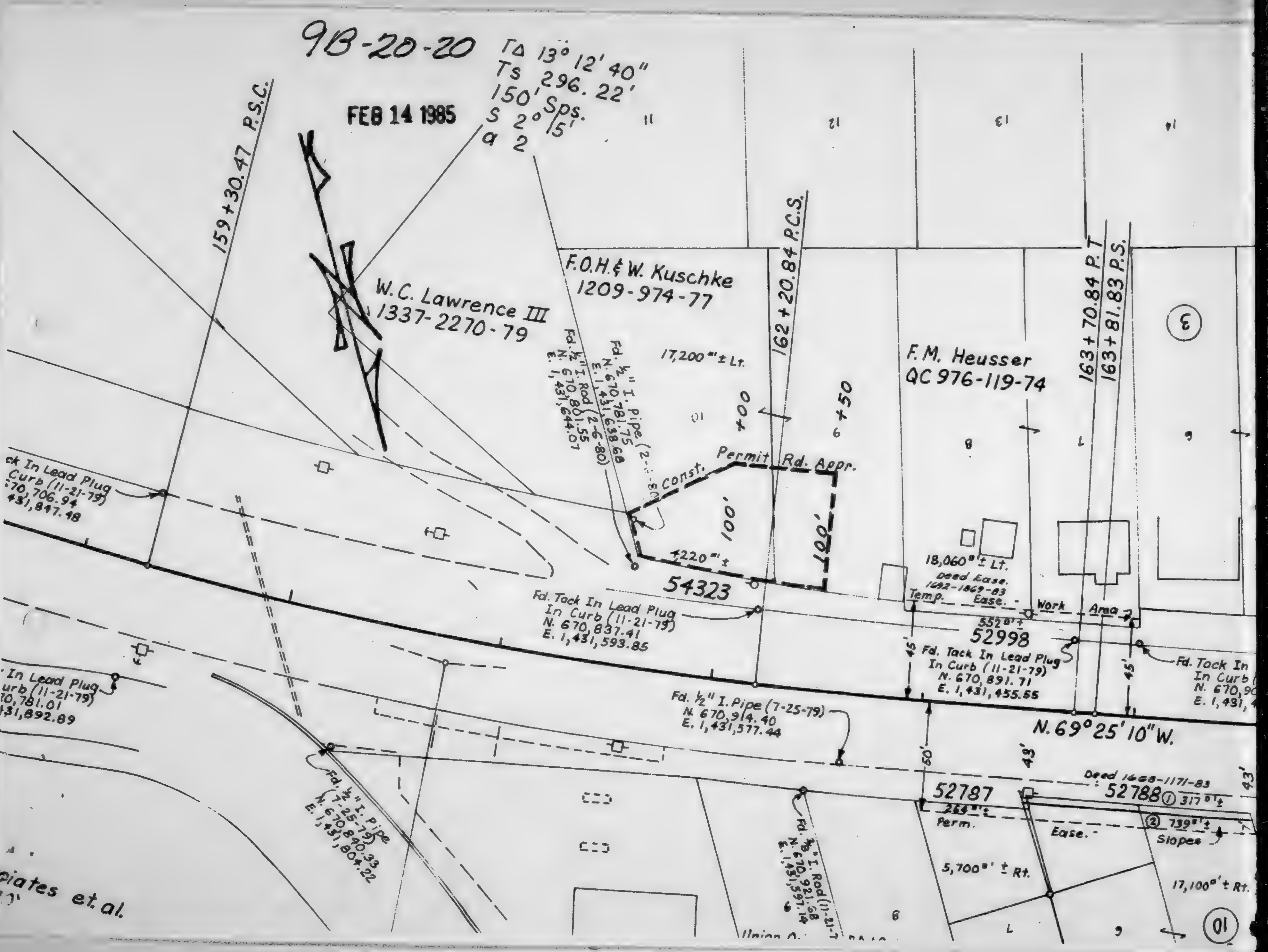
DA:jh
attach.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
1985
REFER TO Brock
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1387

9B-20-20

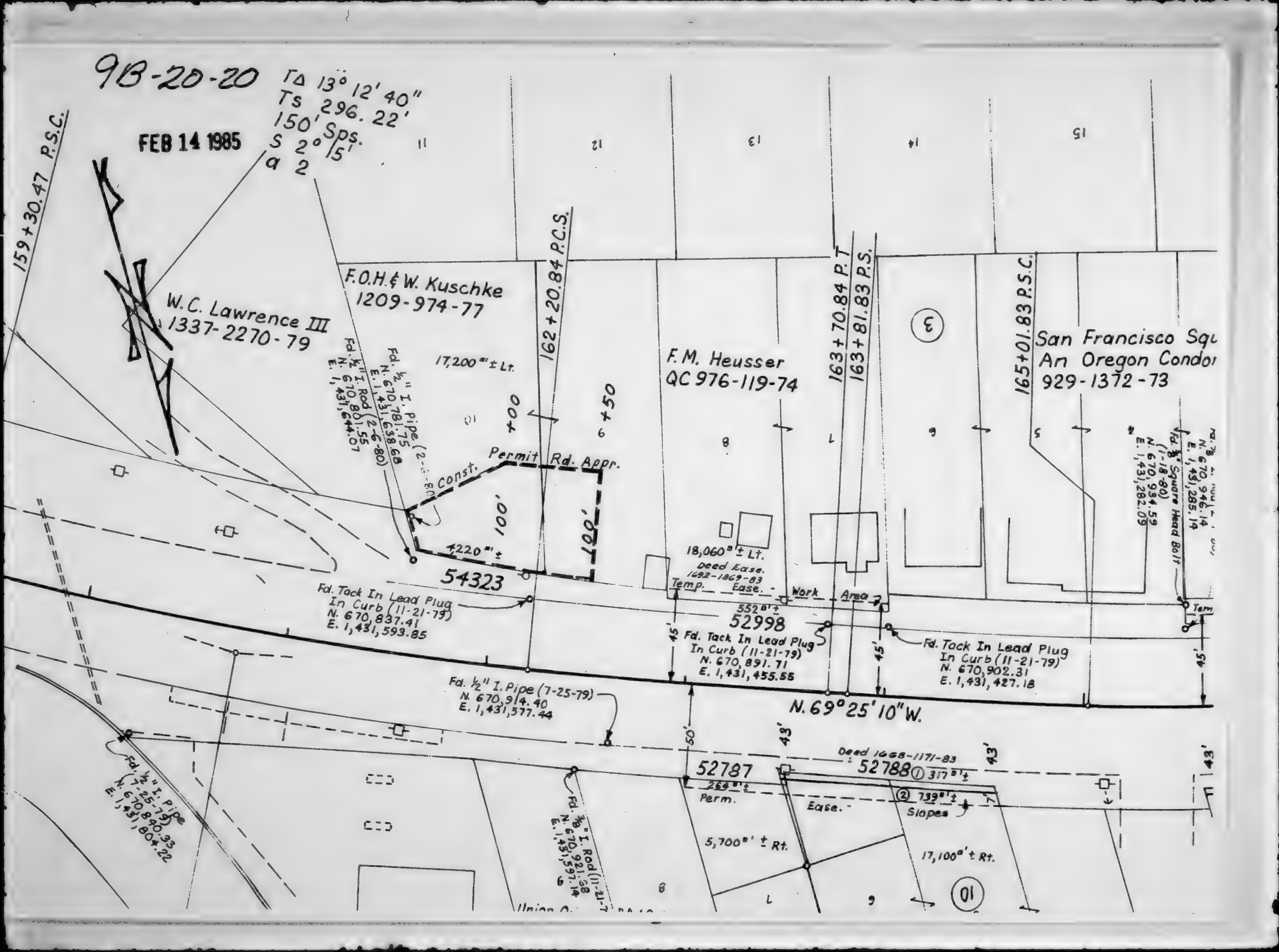
FEB 14 1985



Δ 13° 12' 40"
Ts 296.22'
150' Sps.
S 2° 15'
a 2
159+30.47 P.S.C.
W.C. Lawrence III
1337-2270-79
F.O.H. & W. Kuschke
1209-974-77
17,200 ⁰" ± Lt.
Fd. ½" I. Pipe (2-6-80)
N. 670,781.75
E. 1,431,638.68
Fd. ½" I. Rod (2-6-80)
N. 670,801.55
E. 1,431,644.07
162+20.84 P.C.S.
+00
+50
Const. Permit Rd. Appr.
100'
100'
220 ⁰" ±
54323
F.M. Heusser
QC 976-119-74
163+70.84 P.T
163+81.83 P.S.
③
11
12
13
14
10
8
7
6
ck In Lead Plug
Curb (11-21-79)
670,706.94
431,847.48
Fd. Tack In Lead Plug
In Curb (11-21-79)
N. 670,837.41
E. 1,431,593.85
18,060 ⁰" ± Lt.
Deed Ease.
1692-1869-83
Temp. Ease. - Work Area
552 ⁰" ±
52998
45'
Fd. Tack In Lead Plug
In Curb (11-21-79)
N. 670,891.71
E. 1,431,455.55
Fd. Tack In
In Curb
N. 670,90
E. 1,431,
In Lead Plug
urb (11-21-79)
70,781.01
431,892.89
Fd. ½" I. Pipe (7-25-79)
N. 670,914.40
E. 1,431,577.44
N. 69° 25' 10" W.
50'
43'
43'
Deed 1668-1171-83
52787
52788 ① 317 ⁰" ±
263 ⁰" ±
Perm.
Ease.
② 739 ⁰" ±
Slopes
5,700 ⁰" ± Rt.
17,100 ⁰" ± Rt.
Fd. ½" I. Pipe (7-25-79)
N. 670,840.33
E. 1,431,804.22
Fd. ⅜" I. Rod (11-21-79)
N. 670,921.58
E. 1,431,597.14
ciates et. al.
Union O
⑩

9B-20-20

FEB 14 1985



Δ 13° 12' 40"
Ts 296. 22'
150' Sps.
S 2° 15'
a 2
159+30.47 P.S.C.
W.C. Lawrence III
1337-2270-79
F.O.H. & W. Kuschke
1209-974-77
17,200 □' ± Lt.
Fd. ½" I. Pipe (2-6-80)
N. 670,781.75
E. 1,431,638.68
Fd. ½" I. Rod (2-6-80)
N. 670,801.55
E. 1,431,644.07
162+20.84 P.C.S.
+00
6+50
Const. Permit Rd. Appr.
100'
100'
4220 □' ±
54323
Fd. Tack In Lead Plug
In Curb (11-21-79)
N. 670,837.41
E. 1,431,593.85
F.M. Heusser
QC 976-119-74
18,060 □' ± Lt.
Deed Ease.
1692-1869-83
Temp. Ease. - Work Area
552 □' ±
52998
Fd. Tack In Lead Plug
In Curb (11-21-79)
N. 670,891.71
E. 1,431,455.55
163+70.84 P.T.
163+81.83 P.S.
③
165+01.83 P.S.C.
San Francisco Squ
An Oregon Condo
929-1372-73
Fd. ⅝" Square Head Bolt
(1-18-80)
N. 670,934.59
E. 1,431,282.09
Fd. ⅜" I. Rod
N. 670,946.14
E. 1,431,285.14
Tem
Fd. Tack In Lead Plug
In Curb (11-21-79)
N. 670,902.31
E. 1,431,427.18
45'
45'
45'
N. 69° 25' 10" W.
Fd. ½" I. Pipe (7-25-79)
N. 670,914.40
E. 1,431,577.44
50'
43'
43'
43'
Fd. ½" I. Pipe
(7-25-79)
N. 670,840.33
E. 1,431,804.22
Fd. ⅜" I. Rod (11-21-7
N. 670,921.68
E. 1,431,597.14
Deed 1668-1171-83
52787
264 □' ±
Perm.
52788 ① 317 □' ±
② 739 □' ±
Ease.
Slopes
7'
5,700 □' ± Rt.
17,100 □' ± Rt.
⑩
11
12
13
14
15
10
8
7
6
5
4
9
8
7
6
Union O

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

February 14, 1985

D. O. Christensen
Road Design Engineer

File 54323
S.W. 65th Ave.-S.W. Capitol Highway Section
Beaverton-Hillsdale Highway
Multnomah County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: JBS
J. B. Savey
R/W Descriptions Coordinator

JBS:rlr
Attachments

December 6, 1984

Oregon Asphaltic Paving Company
1220 S. E. 190th Avenue
Portland, OR 97233

CON 5

#9922

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9922 for work on the S. W. 65th Avenue-S. W. Capitol Highway Section of the Beaverton-Hillsdale Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Chuck Lobaugh
L. E. George

Note: There was an error in the signing of the contract, and it had to be returned to the surety. The surety accidentally destroyed one copy. Therefore, we had only one executed original. We called the contractor, and he agreed to let us Xerox the signature pages of the Office Copy to be sent to him. Per Mr. Quisenberry and Mr. Metcalf. slp

Oregon Asphaltic Paving Co.

ASPHALTIC CONCRETE PAVING • *Roads - Industrial Areas - Shopping Centers - Sub Divisions - Yard and Warehouse Areas*

PHONE 252-1497
1220 S. E. 190TH AVENUE
PORTLAND, OREGON 97233

November 2, 1984

Mr. Robert Gormsen
Office of Commission Services
Room 121, State Transportation Bldg.
Salem, Oregon 97310

Subject: Minority Business Enterprises (MBE) Goals
S W 65th Ave. - S W Capitol Hwy.
Project No. IX-9228 (7)

Dear Mr. Gormsen:

A notification, by phone, was received from your office today that the above project will be awarded to our firm.

The following is a breakdown of the Minority Business Enterprises that we intend using on this project:

Gervais Construction, Inc., P. O. Box 9130, Brooks, Oregon 97305, Phone 393-8785:

Item #1:	Mobilization	Lump Sum	$ 12,500.00
Item #19:	Concrete in Walls	488 CU Yds @ $206.00/CY	100,528.00
Item #20:	Reinforcement in Walls	11,673 lbs @ $0.55/lb	6,420.15
Item #50:	Concrete Stairs	Lump Sum	6,000.00
Item #55:	Concrete Barrier	455 LIN FT @ $24.00/LF	10,920.00
	Gervais Total		$ 136,368.15

Pacific Northwest Guardrail & Supply, 3904 N E Union Ave., Portland, OR 97212, Phone 287-2121:

Item #1:	Mobilization	Lump Sum	$ 2,500.00
Item #2:	Temporary Protection and Direction of Traffic	Lump Sum	300.00
Item #7:	Removal of Structures and Obstructions	Lump Sum	700.00
Item #44:	Guard Rail, Type 2A	2,150 LIN FT @ $10.85/LF	23,327.50
Item #45:	Guard Rail Anchors, Type 1	16 each @ $300.00 each	4,800.00
Item #46:	Rail end Pieces, Type C	16 each @ $90.00 each	1,440.00
Item #47:	Type CL-4R Fence	65 LIN FT @ $15.00/LF	975.00
	Pacific Northwest Guardrail Total		$ 34,042.50

Northwest Hydro-Mulchers, Inc., 31825 S E Crown Point Hwy., Troutdale, OR 97070, Phone 695-5200:

Item #62	Roadside seeding & Mulching	2 acres @ $862.00/acre	1,724.00

Gaynetco, Inc., 6505 N E Columbia Blvd., Portland, Oregon 97218, Phone 287-7506:

Item #3:	Temporary Signs	429 Sq Ft @ $8.34/SF	$ 3,577.86
Item #4:	Temporary Barricades	13 each @ $68.00 each	884.00
Item #63:	Removal of Existing Signs	Lump Sum	780.00
Item #64:	Wood Sign Posts	Lump Sum	2,000.00
Item #65:	Signal Pole Mounts	Lump Sum	840.00
Item #66:	Type "C", "D", & "R"	306 Sq Ft @ $8.75/SF	2,677.50
Item #67:	Type "EE" & "EEE" Signs	91 Sq Ft @ $10.25/SF	932.75
Item #68:	Type "I" Signs in place	9 Sq Ft @ $11.00/SF	99.00
Item #69:	Type "M" Signs in place	4 Sq Ft @ $8.50/SF	34.00
Item #70:	Type "U" Signs in place	261 Sq Ft @ $17.25/SF	4,502.25
Item #71:	Move & Reinstall Signs	Lump Sum	900.00
	Gaynetco Total		$ 17,227.36

The percentage breakdown of DBE requirements is as follows:

Gervais Construction (90% of $136,368.15)	$ 122,731.15
Pacific Northwest Guardrail	34,042.50
Total DBE	$ 156,773.65

Your requirement for this project is 10% DBE, and we will have 10.8% ($156,773.65/$1,448,530.62)

The percentage breakdown of WBE requirements is as follows:

Gervais Construction (10% of $136,368.15)	$ 13,637.00
Gaynetco	17,227.36
Northwest Hydro-Mulchers	1,724.00
Total WBE	$ 32,588.36

Your requirement for WBE participation is 2% and we will have 2.25% ($32,588.36/$1,448.530.62)

As you can see from the breakdown, we have used Gervais Construction prices for both DBE (Approximately 90%) and WBE (Approximately 10%)

We hope this meets with your approval. If you have any questions, please call. Thank you.

Very truly yours,

OREGON ASPHALTIC PAVING CO.

Bob Quesinberry

Bob Quesinberry
Estimator

BQ/bp

RECEIVED
NOV 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Ray Turner

ROAD DESIGN-HIGHWAY

Allan C. Harwood
Metro Region Operations Engineer

November 29, 1984

Norman E. "Bud" Mann
Final Design Supervisor

Plan Quality

In response to your letter of November 23, 1984 regarding plan quality, we are reviewing with our drafters their lettering size, placement and overall neatness.

We also consulted with the Photocopy section and they have had some problems with their plate making process which may have caused the bad printing job. They now realize the printing of the plans on the S.W. 65th - S.W. Capitol Highway project was unacceptable. They are aware of the problem and have assured us that the problem will be corrected and the quality of their printing of plans will improve.

Hopefully these actions will clean up plan clarity. Let us know if you continue to have any problems in this area.

NEM:mg

cc: Leo King
Art Brummitt

bc: Norman E. Mann -mc

1 Versteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
NOV 29 1984
ROAD DESIGN SECTION

2 Duane
Do Not File
Return to
Bring Up
Action

STATE OF OREGON **INTEROFFICE MEMO**

TO: HAL VERSTEEG
Road Design Section

DATE: November 23, 1984

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: PLAN QUALITY

1 Versteeg ✓
Anderson
3 Kuehn RK
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
NOV 26 1984
ROAD DESIGN SECTION

2 Duane DDL

Do Not File ☐
Return To
Bring Up ___/___/___
Action

Enclosed are two sheets from the SW 65th Ave.-SW Capitol Highway Section project. One came from the preliminary plans and one from the plans sent out after the contract was awarded. The preliminary plans are barely readable, however, some of the information on the plans sent out after bids were taken is unreadable. I realize that not being able to read the plans is a sign of old age, however, the complaint about the unreadable plans came from people much younger than I am. I like to see as much detail on a single sheet as possible, however, not if the resulting plans are going to be unreadable. Perhaps a larger scale would help. Also, it is obvious that something in the reproduction process has resulted in much poorer quality. I would appreciate anything you can do to help us in this matter, because I would very much dislike to have to go to having our inspectors carry a full-sized set of plans around with them on the project.

NOTED
N. E. MANN

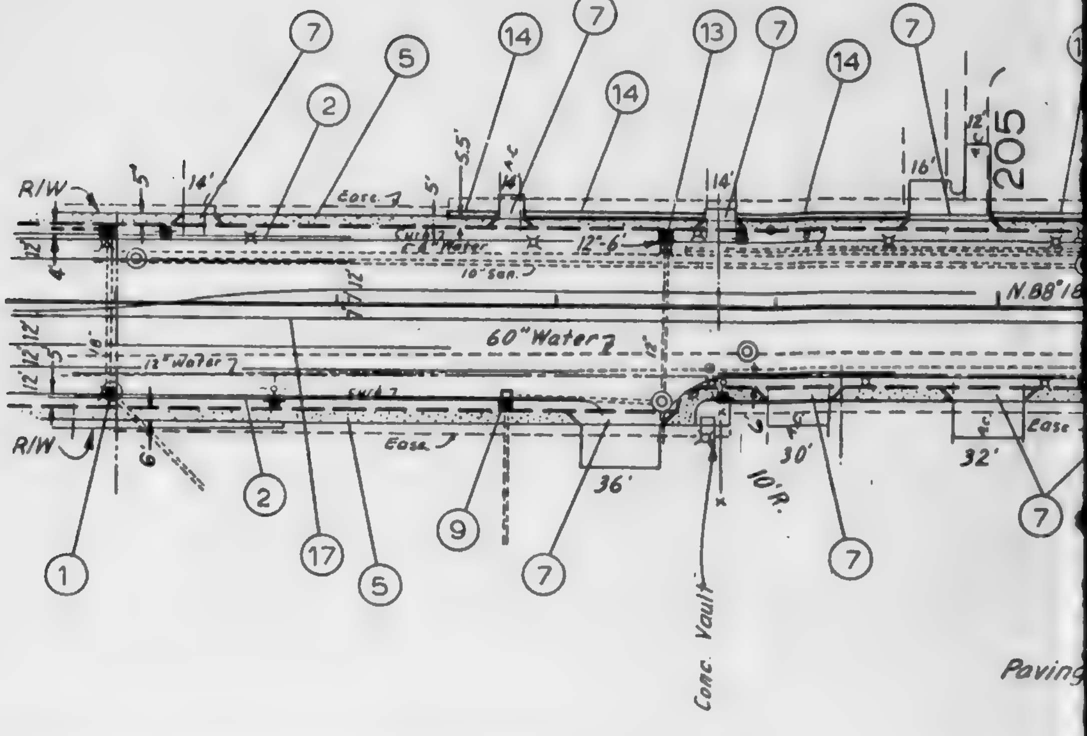
ACH/cp
Enclosures

All drafting Personnel
have been contacted and
asked to keep the Size
of their lettering & their
Placement of letters &
number so as to be
clear on 1/2 Size
drawings. Also the
Printers have been apprised
of the printing problem
and are aware of the
need for clear plans.
NEM
Also a letter of response was
sent to Harwood

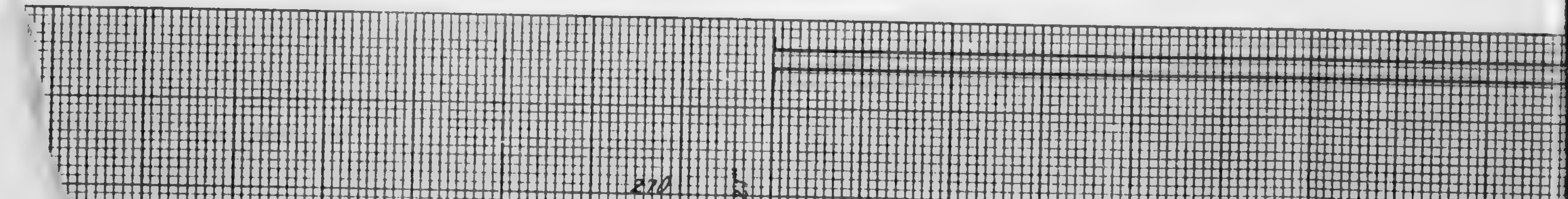
The Photocopy Section has had some problems with their plate making process which may have caused the bad printing job. They now realize the printing of the plans on the S.W. 65th Ave - S.W. Capitol Hwy. project was unacceptable. They are aware of the problem and have assured me that the problem will be corrected and the quality of their printing will improve.

Sec. 18, T.1S., R.1E.

Preliminary plans



205
R/W
R/W
Ease.
Ease.
12"-6'
N.88°18
60" Water
12" Water
10" San.
36'
30'
32'
10'R.
14'
16'
5.5'
Conc. Vault
Paving
①
②
⑤
⑦
⑨
⑬
⑭
⑰

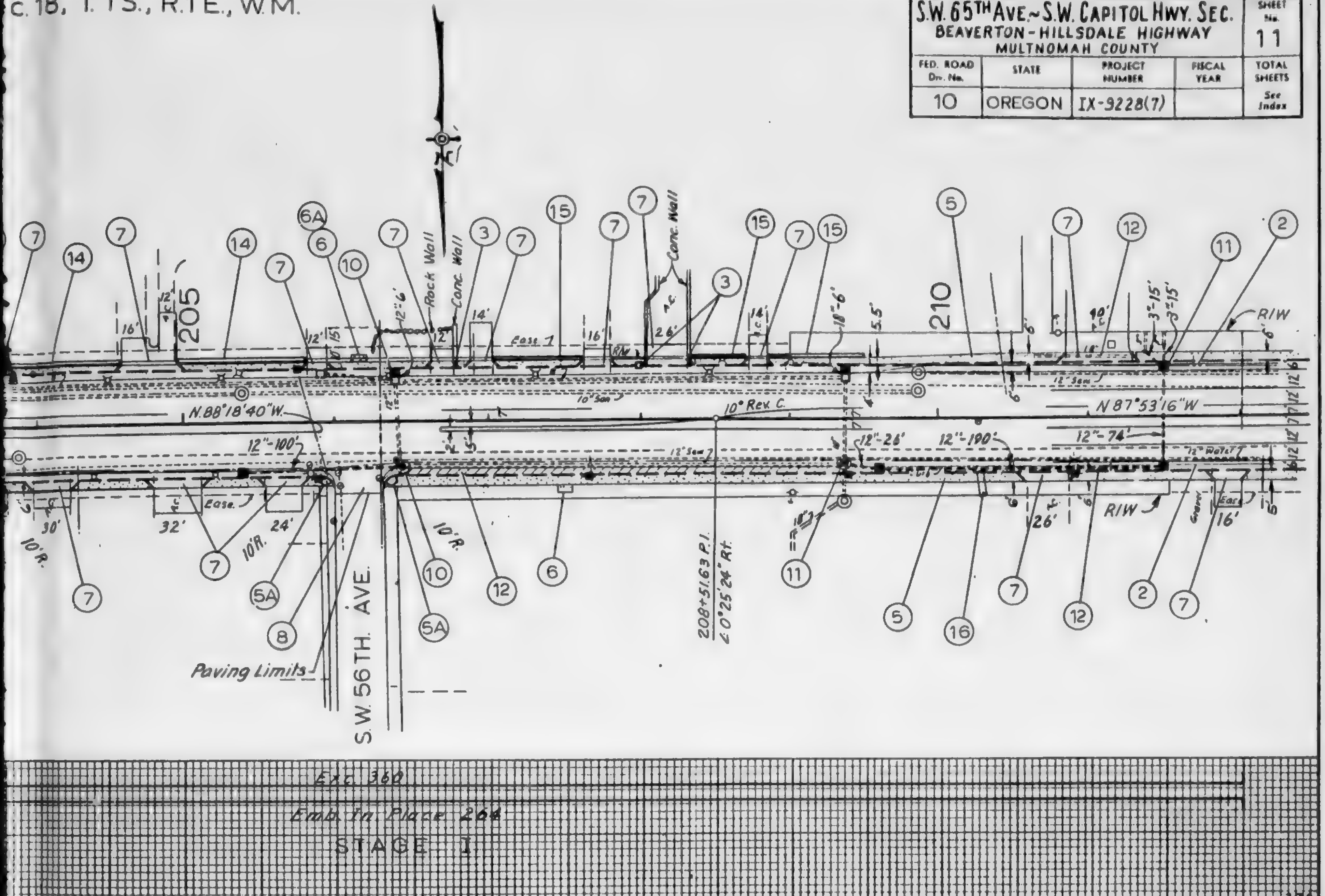


270
265
260
255
250
Subgrade
Top

18V-116

c. 18, T. 1 S., R. 1 E., W.M.

S.W. 65TH AVE.~S.W. CAPITOL HWY. SEC. BEAVERTON-HILLSDALE HIGHWAY MULTNOMAH COUNTY				SHEET No. 11
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-9228(7)		See Index



205
210
N.88°18'40"W.
N 87°53'16"W
10° Rev. C.
208+51.63 P.I.
∠0°25'24" Rt.
S.W. 56TH. AVE.
Paving Limits
Rock Wall
Conc. Wall
Conc. Wall
Ease.
R/W
R/W
12"-100'
12"-26'
12"-190'
12"-74'
12" San.
10" San.
12" Water
10'R.
10'R.
10'R.
16'
14'
12'-6"
18'-6"
26'
32'
24'
30'
16'
5.5'
Exc. 360
Emb. In Place 264
STAGE I
Top Of Exig. Pvmt. @ ℄
Subgrade
Exig. 12"
60" Water F.L.
12"-100
12"-26
12"-190
40 Inlet F.L. 252.20
40 M.H. F.L. 250.70
35 M.H. F.L. 251.37
40 Inlet F.L. 256.00
50 Inlet F.L. 257.00
Inlet F.L. 257.00
270
265
260
255
250
245
Exc. 977
Emb. In Place 133
STAGE II
205
210

① *Remove Curb - 1725' (Total)*

② *Remove P.C. Conc. Walk Shown* ▨

③ *Note Removed From Plans*

④ *Const. Combination Curb & Sidewalk*
(4A) *Const. Sidewalk Ramps - 4 (Total)*

⑤ *Const. Reinf. Conc. Bus Shelter Foundation - 3 (Total)*

⑥ *Const. P.C. Conc. Type "A" Driveways - 16 (Total)*

⑦ *Painted Traffic Markers (By Others)*

⑧ *Const. Street Connection*

⑨ *Sta. 213+60 To Sta. 217+50 Lt.*
Const. Type "CG-1" Inlets - 4 (Total)
Inst. 6" Pipe - 15'
Inst. 12" Sewer Pipe - 390' (Total)
Tr. Exc. - 140 C.Y. (Total)

⑩ *Sta. 217+50 To Sta. 220+40 Lt.*
Const. Manhole
Const. Type "CG-1" Inlets - 2 (Total)
Inst. 6" Pipe - 8'
Inst. 12" Sewer Pipe - 290' (Total)
Tr. Exc. - 100 C.Y. (Total)

⑪ *Sta. 220+40 To Sta. 222+10 Lt.*
Const. Manhole
Const. Type "CG-1" Inlet
Inst. 15" Sewer Pipe - 170' (Total)
Under Pvmt. - 30'
Tr. Exc. - 65 C.Y.

⑫ *Sta. 222+10 To Sta 223+60*
Const. Manhole
Plug & Abandon Extg. Manhole
Const. Type "CG-1" Inlet
Inst. 15" Sewer Pipe - 150'
10" Pipe (In Pl.)
Remove - 4'
Under Pvmt. - 35'
Tr. Exc. - 55 C.Y.

⑬ *Sta. 223+60 To Sta. 226+60 Lt.*
Const. Manhole
Const. Type "CG-1" Inlets - 2 (Total)
Inst. 18" Sewer Pipe - 300' (Total)
Tr. Exc. - 125 C.Y.

⑭ *Sta. 213+75 To Sta. 217+50 Rt.*
Const. Type "CG-1" Inlets - 3 (Total)
Const. Type "CG-2" Inlet
Inst. 12" Sewer Pipe - 375' (Total)
Tr. Exc. - 94 C.Y.

⑮ *Sta. 217+50 To Sta. 220+40 Rt.*
Const. Manhole
Const. Type "CG-1" Inlets - 2 (Tota
Inst. 12" Sewer Pipe - 362' (Total
Under Pvmt. - 65'
Tr. Exc. - 90 C.Y.

⑯ *Sta. 221+00*
Plug & Abandon Extg. Manhole L
Plug & Abandon Extg. Inlet. Rt.

⑰ *Sta. 222+50 To Sta. 223+66*
Remove Extg. Manhole Lt.
Const. Type "CG-1" Inlets - 2 (Total)
Remove Extg. Inlets - 2 (Total)
12" Pipe - 50' (In Pl.)
Extend - 10' Lt.
- 6' Rt.
Inst. 12" Sewer Pipe - 116'
Tr. Exc. - 23 C.Y.

18V-116

S.W. 65TH AVE.~S.W. CAPITOL HWY. SEC.
BEAVERTON-HILLSDALE HIGHWAY
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 12A
10	OREGON	IX-9228(7)		PRINTING INSTRUCTIONS TO FACE SHEET 12

a. 220+40 Rt.

" Inlets - 2(Total)
Pipe - 362'(Total)

Extg. Manhole Lt.
Extg. Inlet. Rt.

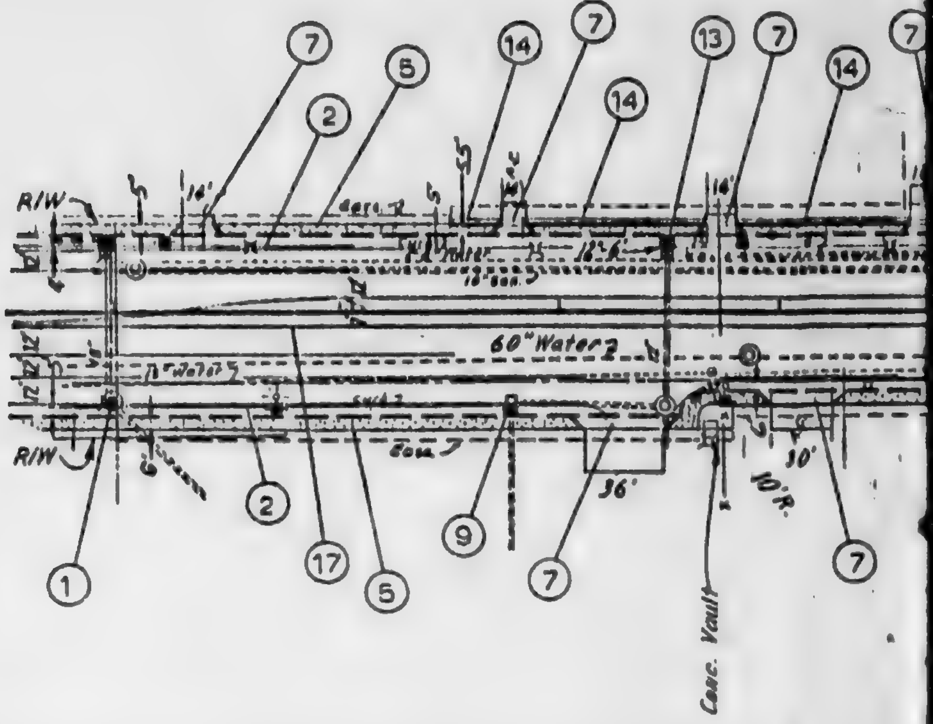
a. 223+66
nhole Lt.
Inlets - 2(Total)
ts - 2 (Total)
n Pl.)

Pipe - 116'

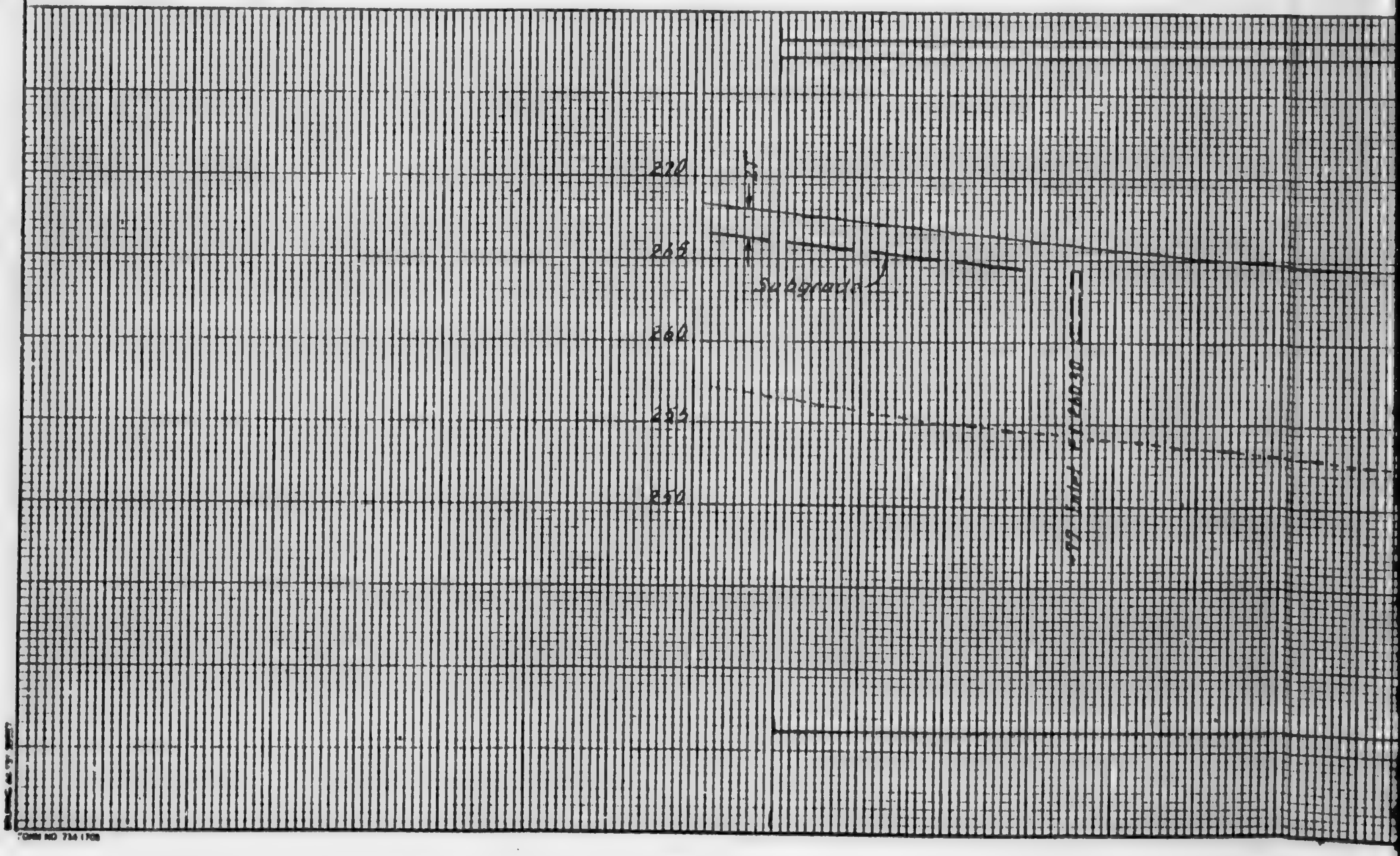
Sec. 18, T. 1

Construction Plans

JEB 7-27-84



R/W
R/W
14'
14'
60" Water
18" Water
36'
30'
10'R.
Conc. Vault
①
②
②
⑤
⑤
⑦
⑦
⑦
⑦
⑦
⑦
⑨
⑬
⑭
⑭
⑭
⑰



270
265
260
255
250
Subgrade

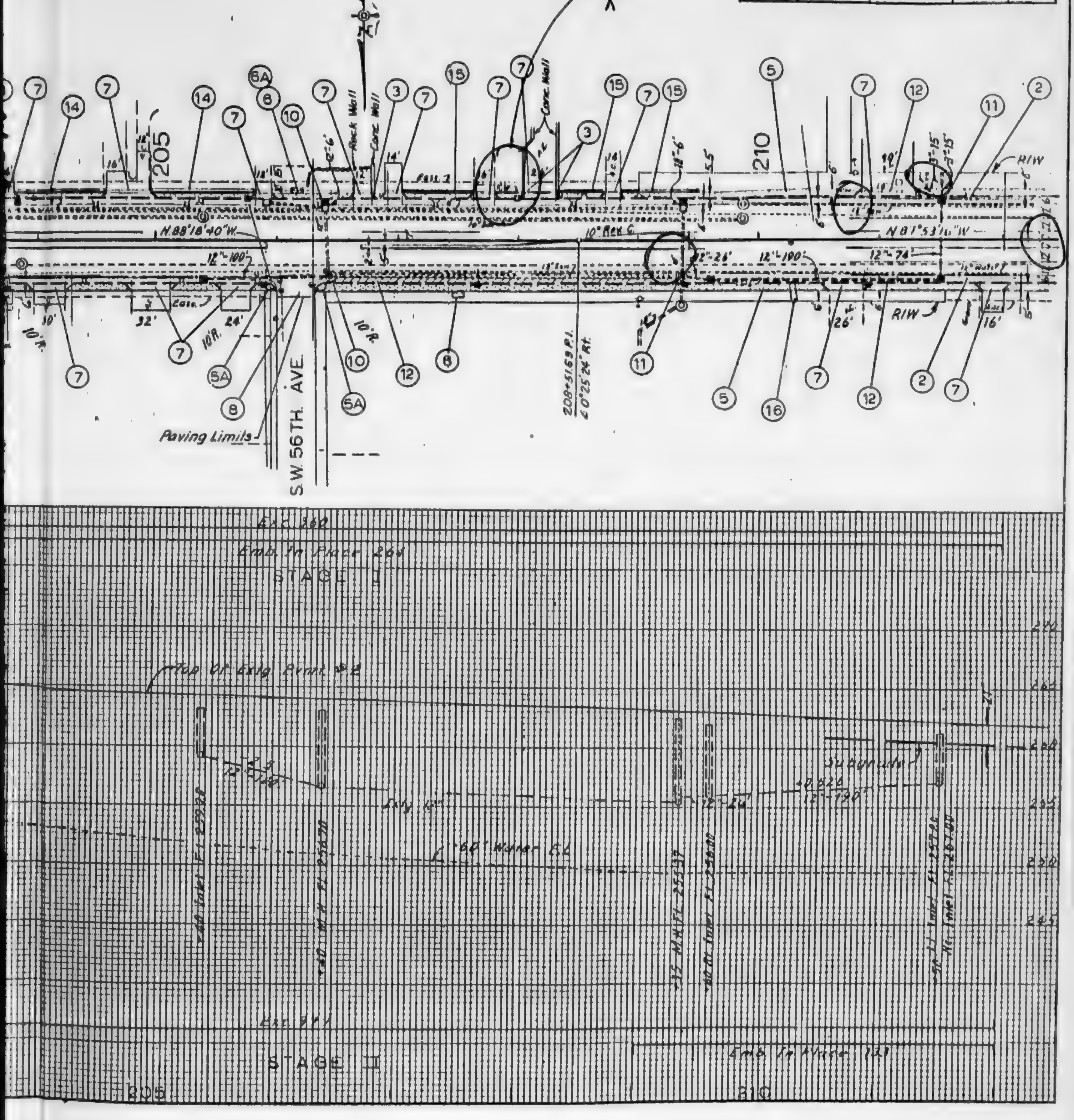
FORM NO 734 1708

18V-116

ec. 18, T.1S., R.1E., W.M.

S.W. 65TH AVE.~S.W. CAPITOL HWY. SEC. BEAVERTON-HILLSDALE HIGHWAY MULTNOMAH COUNTY				SHEET No. 11
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-9228(7)		See Index

what is this symbol


205
210
Rock Wall
Conc. Wall
N.88°18'40"W.
N.81°53'16"W.
10° Rev. C
12"-100'
12"-26'
12"-190'
12"-74'
R/W
Paving Limits
S.W. 56TH. AVE.
208+51.69 P.I.
20°25'24" Rt.
Exc. 360
Emb. In Place 264
STAGE I
Top Of Exist. Pvmt. #2
Subgrade
"60" Water El.
Exc. 944
STAGE II
Emb. In Place 121
205
210

① Remove Curb - 1725' (Total)

② Remove P.C. Conc. Walk Shown ▨

③ Note Removed From Plans

④ Const. Combination Curb & Sidewalk
(4A) Const. Sidewalk Ramps - 4 (Total)

⑤ Const. Reinf. Conc. Bus Shelter Foundation - 3 (Total)

⑥ Const. P.C. Conc. Type "A" Driveways - 16 (Total)

⑦ Painted Traffic Markers (By Others)

⑧ Const. Street Connection

⑨ Sta. 213+60 To Sta. 217+50 Lt.
Const. Type "CG-1" Inlets - 4 (Total)
Inst. 6" Pipe - 15'
Inst. 12" Sewer Pipe - 390' (Total)
Tr. Exc. - 140 C.Y. (Total)

⑩ Sta. 217+50 To Sta. 220+40 Lt.
Const. Manhole
Const. Type "CG-1" Inlets - 2 (Total)
Inst. 6" Pipe - 8'
Inst. 12" Sewer Pipe - 290' (Total)
Tr. Exc. - 100 C.Y. (Total)

⑪ Sta. 220+40 To Sta. 222+10 Lt.
Const. Manhole
Const. Type "CG-1" Inlet
Inst. 15" Sewer Pipe - 170' (Total)
Under Pvmt. - 30'
Tr. Exc. - 65 C.Y.

⑫ Sta. 222+10 To Sta 223+60
Const. Manhole
Plug & Abandon Extg. Manhole
Const. Type "CG-1" Inlet
Inst. 15" Sewer Pipe - 150'
10" Pipe (In Pl.)
Remove - 4'
Under Pvmt. - 35'
Tr. Exc. - 55 C.Y.

⑬ Sta. 223+60 To Sta. 226+60 Lt.
Const. Manhole
Const. Type "CG-1" Inlets - 2 (Total)
Inst. 18" Sewer Pipe - 300' (Total)
Tr. Exc. - 125 C.Y.

⑭ Sta. 213+75 To Sta. 217+50 Rt.
Const. Type "CG-1" Inlets - 3 (Total)
Const. Type "CG-2" Inlet
Inst. 12" Sewer Pipe - 375' (Total)
Tr. Exc. - 94 C.Y.

⑮ Sta. 217+50 To Sta. 220+40 Rt.
Const. Manhole
Const. Type "CG-1" Inlets - 2 (Tota
Inst. 12" Sewer Pipe - 362' (Tota
Under Pvmt. - 65'
Tr. Exc. - 90 C.Y.

⑯ Sta. 221+00
Plug & Abandon Extg. Manhole L
Plug & Abandon Extg. Inlet. Rt.

⑰ Sta. 222+50 To Sta. 223+66
Remove Extg. Manhole Lt.
Const. Type "CG-1" Inlets - 2 (Total
Remove Extg. Inlets - 2 (Total)
12" Pipe - 50' (In Pl.)
Extend - 10' Lt.
- 6' Rt.
Inst. 12" Sewer Pipe - 116'
Tr. Exc. - 23 C.Y.

20+48 Rt.

lets -2(Total)
-362'(Total)

g. Manhole Lt.
. Inlet Rt.

23+66
le Lt.
ets -2(Total)
2 (Total)
l.)

-116'

18V-116

S.W. 65TH AVE.-S.W. CAPITOL HWY. SEC. BEAVERTON-HILLSDALE HIGHWAY MULTNOMAH COUNTY				SHEET No. 12A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	POINTING INSTRUCTIONS TO PAGE SHEET 12
10	OREGON	IX-9228(7)		

7722

[illegible]
[illegible]
[illegible]

STATE OF OREGON

INTEROFFICE MEMO

[illegible]
[illegible] Capital Hwy

TO: Files

DATE: Nov. 14, 1984

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 1, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened Nov. 1, 1984 on the following projects:

1. Pacific Highway East at Ivy, Grant & Elm Streets (Canby)
   Pacific Highway East, Clackamas County
   Traffic Signals
   Pedestrian signals and bicycle sensitive detector loops to be installed at these intersections.

2. Greenwood Avenue U'xing @ Division Street (Bend)
   Central Oregon Highway, Deschutes County
   Grading, Paving & Structure
   Four eleven-foot lanes with shoulders varying from ten to four feet. Sidewalks variable from four to eight feet available for bicycle and pedestrian traffic.

3. Lakeshore Drive - Deer Creek (Selma)
   Redwood Highway, Josephine County
   Grading & Paving
   Twelve to fourteen-foot lane with sixteen-foot left turn median lane. Six to eight-foot shoulders are available for bicycle/pedestrian use.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

4. Klamath River (Keno) Bridge
   Green Springs Highway, Klamath County
   Grading, Paving & Structure
   Twelve-foot lanes with eight-foot shoulders and a six-foot sidewalks on the structure. Shoulders are available for bicyclists.

5. Territorial Hwy. at Lawrence Rd.
   Territorial Highway, Lane County
   Grading & Paving
   Left turn median construction. Twelve-foot lanes. Four-foot shoulders available for bicycle and pedestrian traffic.
   Same as No. 3.

6. SW 65th Ave. - SW Capitol Hwy.
   Beaverton - Hillsdale Highway, Multnomah County
   Grading & Paving
   Existing multi-lane highway will be widen to provide four to six-foot shoulders and six-foot sidewalks. Shoulders will be designated as bike lanes.

7. Pine Grove Rock Production
   Wapinetia Highway, Wasco County
   Aggregate Crushing
   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

8. Shaniko Rock Production
   Shaniko - Fossil Highway
   Aggregate Crushing
   Same as No. 7.

9. Hole In the Wall
   Baker-Copperfield Highway, Baker County
   Grading
   Slide Correction. Temporary alignment
   Bicycle trails and foot path will not be constructed at this time but may share roadway with traffic.

HSC/cm

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9922

November 13, 1984

PRO

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street & Structural Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

On November 1, 1984 we received a satisfactory bid from Oregon Asphaltic Paving Company of Portland, for the S.W. 65th Ave.-S.W. Capitol Highway Section of Beaverton-Hillsdale Highway. The contract was awarded on November 8, 1984.

The City share of the project costs based on their bid is as follows:

Contractor's Bid		$1,448,530.62
Less Non-Participating Costs:		
Walk for Ms. Magness (293.93 SY @ $11) =	$ 3,233.23	
Single Mailbox Supports	3,900.00	
Multiple Mailbox Supports	8,100.00	
Concrete Collars	1,080.00	(16,313.23)
BALANCE		$1,432,217.39
Anticipated Additional Items:		
Permanent Pavement Striping	$ 4,000.00	
Temporary Erosion Control	3,000.00	
On the Job Trainees	800.00	
State Responsibility for Damages (Non-Participating - Not Included in Total)	2,000.00	
Signal Controller Testing	6,000.00	
Connect & Test Interconnect (City)	2,500.00	
Inspect Installations & Assist During Turn-On (City)	2,400.00	
Traffic Signal Control Programs	3,000.00	
Construction Engineerng (City)	1,000.00	
P.C.C. Stairway Construction (Sta. 143+10)	2,500.00	
Adjust City Owned Luminaires	40,000.00	65,200.00
SUBTOTAL		$1,497,417.39
Contingencies (4-1/2%)		67,383.78
Engineering (8%)		119,793.39
TOTAL PARTICIPATING CONST. COST		$1,684,594.56
Estimated Preliminary Engineering Costs		$ 314,000.00
Estimated R/W Costs		605,000.00
TOTAL ESTIMATED PROJECT COST		$2,603,594.56

City Share:

(15% of 2,603.594.56) + (16,313.23 + 2,000) =	408,852.41
Less P.E. Advance Deposit 8-7-79	(15,700.00)
Less R/W Advance Deposit 11-4-82	(90,750.00)
Less Early Const. Deposit 6-18-84	(346,560.00)
OVER PAYMENT BY CITY	$ 44,157.59

The overpayment is not needed for this project at this time and may be withdrawn if you choose.

Very Truly Yours,

Gary A. Potter, Manager
Program Section

GEZ:me
bcc: Wayne Schulte, Metro Region
V.E. Skoog

9922

Con 21-4
Beaverton.

· rlk

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9228(7) Hillsdale

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90027

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 19 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

7. DATE AUTHORIZATION EFFECTIVE
10/10/84

8. FEDERAL ROUTE NUMBER
FAU 9228

9. STATE ROUTE NUMBER
Primary 40

10. GENERAL LOCATION:
SW 65th Avenue - Capitol Highway (Portland)

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 10/8/84 the revised PS&E for the subject project is approved with no increase in funding.

A copy of the revised signed Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
10/18/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hessner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-73)

PREVIOUS EDITIONS MAY BE USED

CON 21-4
Beaverton-Hillsdale

kke

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9228(7)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90027

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 27 '84
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE
9/20/84

8. FEDERAL ROUTE NUMBER
FAU 9228

9. STATE ROUTE NUMBER
Primary 40

10. GENERAL LOCATION:

S.W. 65th Avenue - S.W. Capitol Highway Section

11. GENERAL DESCRIPTION OF WORK

Shoulder Improvement & Traffic Signal.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 9-13-84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 9/20/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,692,409 Federal Funds $1,438, 547.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28,1984 letter.

14. DATE
9/26/84

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9125

N

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: September 19, 1984

FROM: Rod Henry
Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening October 25, 1984

Federal-aid Project No. IX-9228(7) Highway No. 40

Federal-aid Project Name S.W. 65th - Capitol Hwy. (Portland)

County Multnomah

I certify that to the best of my knowledge the following statements are correct with regard to the right-of-way and relocation for this project:

Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

There are no individuals or families to be displaced from residential improvements.

The above statements are correct with the following exceptions:

52826 - Lewis & Clark. This property has been optioned and is now in closing. The State will have possession before bids are opened.

52787 - Vilhauer; 52820 - Benenson Capital Company; and 52833 - Pioneer Industries. These files are in condemnation, deposits have been made and the State will have legal possession before bids are opened.

RH:jr

cc: J. H. Versteeg
Joe Gaither
Don Aman

81-125-1307

CON 21-4,
Bvtn-
Hillsdale

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 19, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: for Gary A. Potter, Manager
Program Section

Subject: Construction Obligation
Item No. 90027
Project No. IX-9228(7)
SW 65th Ave. - Capitol Hwy. Section
Beaverton-Hillsdale Highway
Multnomah County

It is the Oregon State Highway Division's present intention to receive bids for this project on November 15, 1984 or earlier.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $1,692,409 with an obligation of $1,438,547 in Federal funds (appn. code 580).

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

JLG:me
cc: Gary Zehner
Guy Johnson
General Files

9922

Section S.W. 65TH AVE S.W. CAPITOL HWY. Programming Estimate $ 2,400,000
Highway Beaverton-Hillsdale 9-5-84 Project Length 2.38 miles
County Multnomah Completion Time 280 Calendar Days
Kind of Work Grading, Paving, Signing, Signals & Bikeway Est. Comp. Date 10-30-85
Prefix 26-1914 Letting Date October 25, 1984 Project No. IX-9228 (7)

ESTIMATED CONSTRUCTION AUTHORIZATION

Rcv. 9-5-84

Estimated Contract Amount		$ 1,454,$\overset{5}{3}$23.66
Anticipated Additional Items:		
Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	4000.00	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	3000.00	
State Furnished		67,200.00
Roadside Seeding & Mulching		$ ~~66,400.00~~
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x 1000 hrs.)	800	
State Responsibility for Damages	2000.00	
Signal Controller Testing	6000.00	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Connect and Test New Interconnect (City)	2500.00	
Inspect Installation and Assist During Turn On. (City)	2400.00	
Traffic Signal/Control Programs	3000.00	
Construction Engineering (City)	1000.00	
P.C.C. Stairway Construction (Sta. 143+10)	2500.00	
Adjust Utilities:		
Adjustment of City-owned Luminaires	40,000.00	
Subtotal		$ 1,520,723.66
Contingencies (4-1/2%)		68,432.56
Engineering ([✓ 8], 9, 10%)		121,657.89
Subtotal		$
Credit for		
Estimated Net Authorization, Construction		$ 1,710,814.11

APPROVED CC: Wayne Schulte

Rec'd 9-5-84
Q

Road Design Engineer

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION S.W. 65th Ave. - S.W. Capitol Hwy.		COUNTY Multnomah		SHEET 1 OF 4
KIND OF WORK Grading, Paving, Signing, Signals & Bikeway	KEY NUMBER	LENGTH 2.37 Miles	DATE 9-4-84	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	—	66,000.00
	Temporary Protection and Direction of Traffic		Lump Sum	All	—	6600.00
	Temporary Signs		Sq. Ft.	429	6.00	2574.00
	Temporary Barricades		Each	13	70.00	910.00
	Flaggers		Hour	2000	17.00	34,000.00
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	—	20,000.00
	Removal of Structures and Obstructions		Lump Sum	All	—	31,750.00
	Ditch Excavation		Cu. Yd.	6	15.00	90.00
	Embankment in Place		Cu. Yd.	9308	7.00	65,156.00
	Trench Excavation		Cu. Yd.	3024	10.00	30,240.00
	Finishing Roadbed and Slopes		Lump Sum	All	—	10,000.00
	Watering		M-Gal.	500	15.00	7500.00
	Structure Excavation		Cu. Yd.	1510	10.00	15,100.00
	Special Wall Backfill		Cu. Yd.	459	15.00	6885.00
	1"-0 Aggregate Base		Ton	12,500	8.50	106,250.00
	Class "B" Asphalt Concrete		Ton	3750	37.00	138,750.00
	Shelter Foundations		Sq. Yd.	87	18.00	1566.00
	Relocating Existing Passenger Shelters		Each	1	1500.00	1500.00

1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION S.W. 65TH AVE. - S.W. Capitol Hwy.		COUNTY Multnomah	SHEET 2 OF 4
KIND OF WORK Grading, Paving, Signing, Signals & Bikeway	KEY NUMBER	LENGTH 2.38 Miles	DATE 9-4-84	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete in Walls		Cu. Yd.	488	225.00	109,800.00
	Reinforcement in Walls		Lbs.	11,673	0.42	4902.66
	8-inch Culvert Pipe		Lin. Ft.	34	10.00	340.00
	12-inch Culvert Pipe		Lin. Ft.	50	14.00	700.00
	6-inch Storm Sewer Pipe		Lin. Ft.	23	10.00	230.00
	8-inch Storm Sewer Pipe		Lin. Ft.	12	12.00	144.00
	12-inch Storm Sewer Pipe		Lin. Ft.	6447	12.50	80,587.50
	15-inch Storm Sewer Pipe		Lin. Ft.	853	16.50	14,074.50
	18-inch Storm Sewer Pipe		Lin. Ft.	769	19.00	14,611.00
	21-inch Storm Sewer Pipe		Lin. Ft.	245	24.00	5880.00
	Extra for Pipe under Pavement		Lin. Ft.	1371	15.00	20,565.00
	Concrete Manholes, 10 feet or less deep		Each	25	1200.00	30,000.00
	Concrete Manholes, over 10 feet deep		Each	3	1300.00	3900.00
	Concrete Inlets, Type CG-1		Each	47	325.00	15,275.00
	Concrete Inlets, Type CG-2		Each	36	350.00	12,600.00
	Concrete Inlets, Type G-1		Each	2	375.00	750.00
	Concrete Inlets, Type G-2		Each	6	425.00	2550.00
	Concrete Inlets, Type G-2MA		Each	1	625.00	625.00
	Concrete Inlets, Type D		Each	2	450.00	900.00
	Inlet Grate, Type 2		Each	1	150.00	150.00
	Capping Inlets		Each	14	150.00	2100.00

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION S.W. 65TH Ave.-S.W. Capitol Hwy.		COUNTY Multnomah		SHEET 3 OF 4
KIND OF WORK Grading, Paving, Signing, Signals & Bikeway	KEY NUMBER	LENGTH 2.38 Miles	DATE 9-4-84	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	3-inch Drain Pipe		Lin. Ft.	30	5^{00}	150^{00}
	4-inch Drain Pipe		Lin. Ft.	135	5^{00}	675^{00}
	6-inch Drain Pipe		Lin. Ft.	350	6^{00}	2100^{00}
	8-inch Drain Pipe		Lin. Ft.	806	7^{00}	5642^{00}
	Drain Backfill Material		Cu. Yd.	196	15^{00}	2940^{00}
	Guard Rail, Type 2A		Lin. Ft.	2150	11^{00}	$23,650^{00}$
	Guard Rail Anchors, Type I		Each	16	300^{00}	4800^{00}
	Rail End Pieces, Type C		Each	16	80^{00}	1280^{00}
	Type CL-4R Fence		Lin. Ft.	65	15^{00}	975^{00}
	Concrete Walks		Sq. Yd.	5750	11^{00}	$63,250^{00}$
	Concrete Driveways		Sq. Yd.	1965	12^{00}	$23,580^{00}$
	Concrete Stairs		Lump Sum	All	—	2500^{00}
	Concrete Curbs		Lin. Ft.	16,500	3^{00}	$49,500^{00}$
	Concrete Islands		Cu. Yd.	15	125^{00}	1875^{00}
	Extra for Asphalt Approaches		Each	105	150^{00}	$15,750^{00}$
	Extra for Asphalt Ditch Lining		Sq. Yd.	190	10^{00}	1900^{00}
	Concrete Barrier		Lin. Ft.	455	15^{00}	6825^{00}
	Rock Gabions		Cu. Yd.	544	50^{00}	$27,200^{00}$
	Adjusting Manholes		Each	1	200^{00}	200^{00}
	Filling Abandonded Manholes		Each	3	250^{00}	750^{00}
	Single Mailbox Supports		Each	39	75^{00}	2925^{00}
	Multiple Mailbox Supports		Each	36	150^{00}	5400^{00}

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION: S.W. 65TH Ave. - S.W. Capitol Hwy.
COUNTY: Multnomah
SHEET 4 OF 4
KIND OF WORK: Grading, Paving, Signing, Signals & Bikeway
KEY NUMBER:
LENGTH: 2.38 Miles
DATE: 9-4-84
NAME: Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Collars		Each	36	50.00	1300.00
	Roadside Seeding and Mulching		Acre	2	1000.00	2000.00
	SIGNING					
	Removal of Existing Sign Installations		Lump Sum	All	—	2000.00
	Wood Sign Posts		Lump Sum	All	—	9374.00
	Signal Pole Mounts		Lump Sum	All	—	678.00
	Type "C", "D" and "R" Signs in Place		Sq. Ft.	306	11.00	3366.00
	Type "EE" and "EEE" Signs in Place		Sq. Ft.	91	13.00	1183.00
	Type "I" Signs in Place		Sq. Ft.	9	13.00	117.00
	Type "M" Signs in Place		Sq. Ft.	4	14.00	56.00
	Type "U" Signs in Place		Sq. Ft.	261	17.00	4437.00
	Move and Reinstall Existing Signs		Lump Sum	All	—	500.00
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		Lump Sum	All	—	319,390.00
						$1,453,948.66

734-1736 (REV. 2-84)

9922

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 30, 1984

In Reply Refer to
File No.
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 90027
Project No. IX-9228(7)
S.W. 65th Ave.-S.W. Capitol Hwy. Sec.
Beaverton-Hillsdale Highway
Multnomah County

Attached data consists of PR-1 forms with project map and traffic signal warrants.

It is Oregon State Highway Division's present intention to receive bids for this project on October 11, 1984.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Wayne Schulte, Metro Region
Karen Bunk, Metro Region
Gary Zehner, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R206

U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

8-30-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) SR 10, Washington Co. Line, E. 2.44 mi.	ADT	PRESENT 21,000	FUTURE - - - -	YEAR - -	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Shld. Imp. & Traffic Signal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR.	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9228

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants-Highway	COUNTY NAME Multnomah
	NAME OF URBAN AREA Portland	ROUTE NO. U · FEDERAL-AID 9228 · STATE 40 · U.S. - -

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (City)
5					PE							
5					ROW							
5					CONST (CODE) TOPICS SFTY Y031	(12) (12)	"S.W. 65th Ave.-S.W. Capitol Hwy. Sec."	2.38	1,665,000	1,415,250	- - - -	249,750

CARD 1	CODE 1	PREPARED BY DRH:pf	PROJECT TOTALS	2.38	1,665,000	1,415,250	- - - -	249,750
1	14	PROGRAM APPROVAL DATES 10-18-78 9-25-81 10-1-83					REMARKS Additional Data: Item No. 90027 IX-9228(2) & (6).	

Key # 00383

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-30-84

PROJECT LOCATION (45 typewriter spaces) SR 10, Washington Co. Line, E. 2.44 mi.	ADT	PRESENT 21,000	FUTURE - - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 580
							ITEM NO. 90027	

POSED WORK (35 typewriter Traffic Signal	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) IX- / NUMBER 9228 / SEQ. NO. (7) / I. Projects Only: POST MI. / DESIG.

FUNDS
Interstate Transfer Grants-Highway

A
Portland

COUNTY NAME Multnomah CODE 051

ROUTE NO. U FEDERAL-AID 9228 STATE 40 U.S. - -

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS (City)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) TOPICS SFTY Y031	 (12) (12)	"S.W. 65th Ave.-S.W. Capitol Hwy. Sec."	2.38	1,665,000	1,415,250	- - - -	249,750	
ED BY DRH:pf		PROJECT TOTALS	2.38	1,665,000	1,415,250	- - - -	249,750	

APPROVAL DATES
10-18-78
9-25-81
10-1-83

REMARKS
Additional Data: Item No. 90027; Project Nos. IX-9228(2) & (6).

- OVER-

USCOMM DUSCOMM-DC 48005-P61

S.W. 65TH AVE.-S.W. CAPITOL HWY. SECTION

Remarks Continued:

PROJECT DATA: Work under this project consists of 1) shoulder improvements (to be used a bikeways) and pedestrian walkways requiring grade, drain and H-T pave; 2) remove traffic signals on Beaverton-Hillsdale Hwy. at S.W. Dosch Rd., S.W. Shattuck Rd. and S.W. 25th Ave.; 3) instrall traffic signals and interconnect S.W. 56th Ave., S.W. Shattuck Rd., S.W. 45th, S.W. 39th Ave., S.W. 30th Ave./S.W. Dosch Rd. and S.W. 25th Ave.; 4) utility adjustments as required; 5) construct reinforced concrete bus shelter foundations as directed; 6) construct reinforced concrete retaining walls as directed; and 7) incidental common to this type of project.

MAINTENANCE AND ACCOMMODATION OF UTILITIES: A State-City Agreement No. 7029 complying with Section 116, Title 23 USC and Paragraphs 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 5-23-79.

DATA FOR FHWA 37'S:	CODE	COST
	SFTY	$1,289,000
	Y031	$ 376,000

NOTE: 1) This project is in Congressional District No. 1

2) Included in MSD FY '84 AE/TIP on page 32, index 35 and Concept Program page 13 No. 66.

3) On-the-Job Trainees as set forth in FHPM 6-4-1-2, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

9922

40

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 24-1

TO: Norm Cuno
Design Supervisor

DATE: April 27, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
SW 65th Avenue - SW Capitol Highway Section
Beaverton-Hillsdale Highway
Multnomah County

Attached are two prints of the approved sign study plan for the subject project. This work should be included with the grade, pave and signal project scheduled for the September 27, 1984 contract letting.

The bike stencils (shown as No. 26) should be done by state forces as an anticipated item.

L. E. George
Traffic Engineer

ELS:dc
Attachment

cc: E. L. Hardt
W. W. Geibel
John Grassman

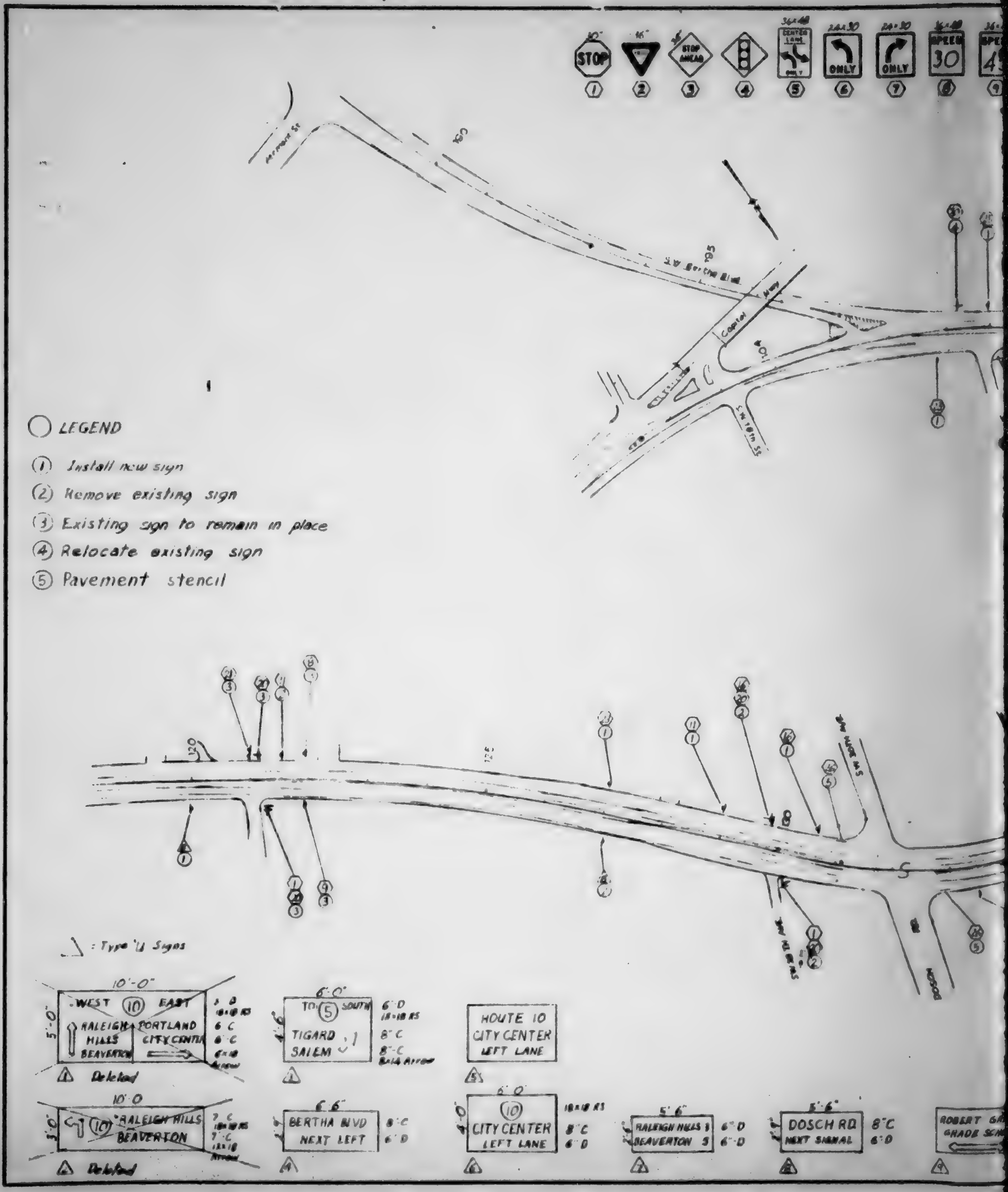
Versteeg
Anderson A
Adams A
Macnab
Edwards
Terpin
Trout
Wakefield

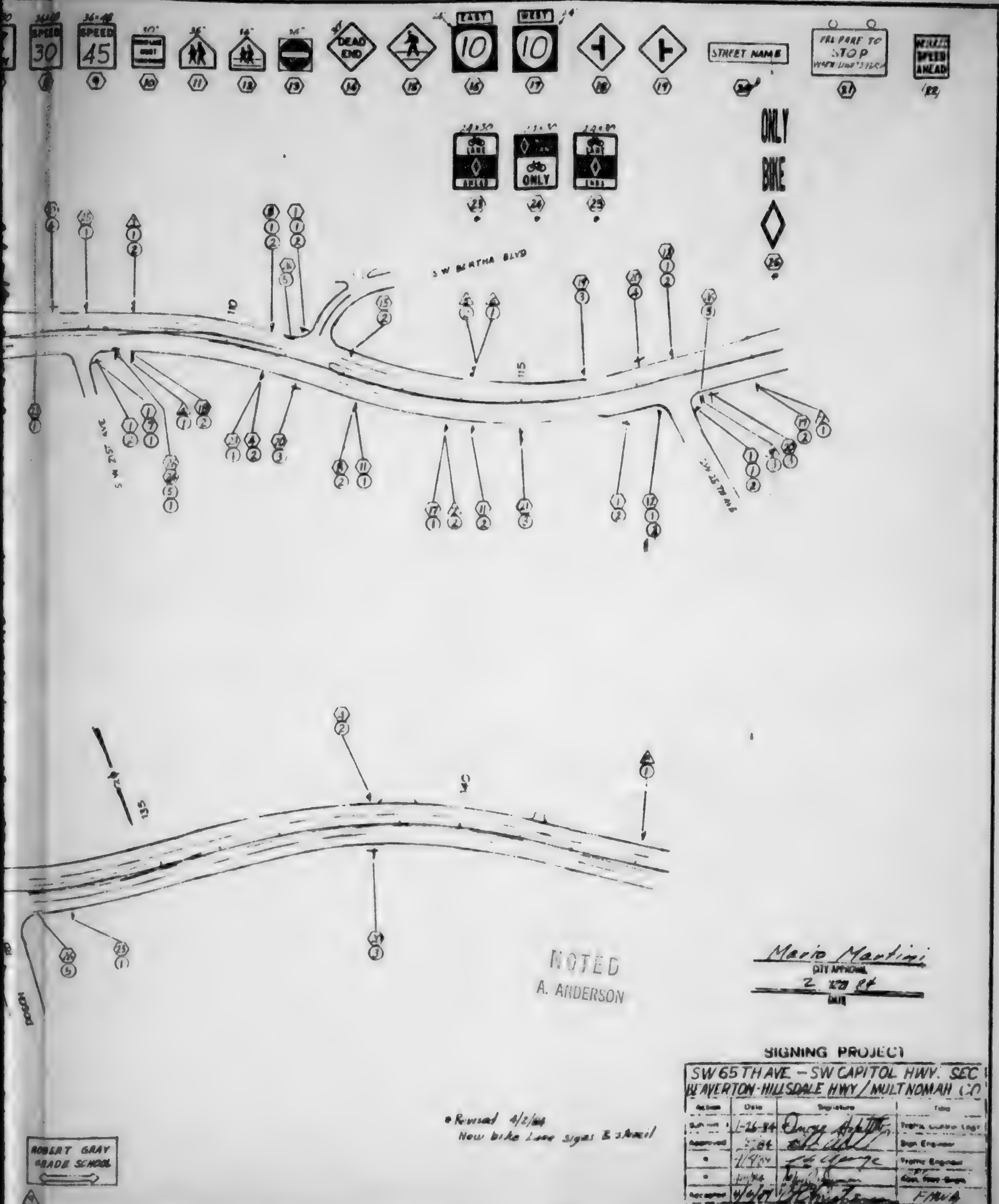
RECEIVED
MAY 2 - 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ✓
Action

[illegible]
A. ANDERSON

81-125-1387


STOP
STOP AHEAD
CENTER LANE ONLY
ONLY
ONLY
SPEED 30
SPEED 4
SW Bertha Blvd
Capitol Hwy
SW 18th St
Vermont St
LEGEND
① Install new sign
② Remove existing sign
③ Existing sign to remain in place
④ Relocate existing sign
⑤ Pavement stencil
: Type 'I' Signs
10'-0"
5'-0"
~~WEST 10 EAST RALEIGH HILLS BEAVERTON PORTLAND CITY CENTER~~
Deleted
6'-0"
TO 5 SOUTH
TIGARD
SALEM
ROUTE 10
CITY CENTER
LEFT LANE
10'-0
~~RALEIGH HILLS BEAVERTON~~
Deleted
6'-6"
BERTHA BLVD
NEXT LEFT
6'-0"
10
CITY CENTER
LEFT LANE
5'-6"
RALEIGH HILLS 1
BEAVERTON 5
5'-6"
DOSCH RD
NEXT SIGNAL
ROBERT GR
GRADE SCH
DOSCH


SPEED 30
SPEED 45
DEAD END
EAST 10
WEST 10
STREET NAME
PREPARE TO STOP WHEN LIGHTS FLASH
REDUCED SPEED AHEAD
ONLY
ONLY
BIKE
SW BERTHA BLVD
SW 21ST AVE
115
135
ROBERT GRAY GRADE SCHOOL

NOTED
A. ANDERSON

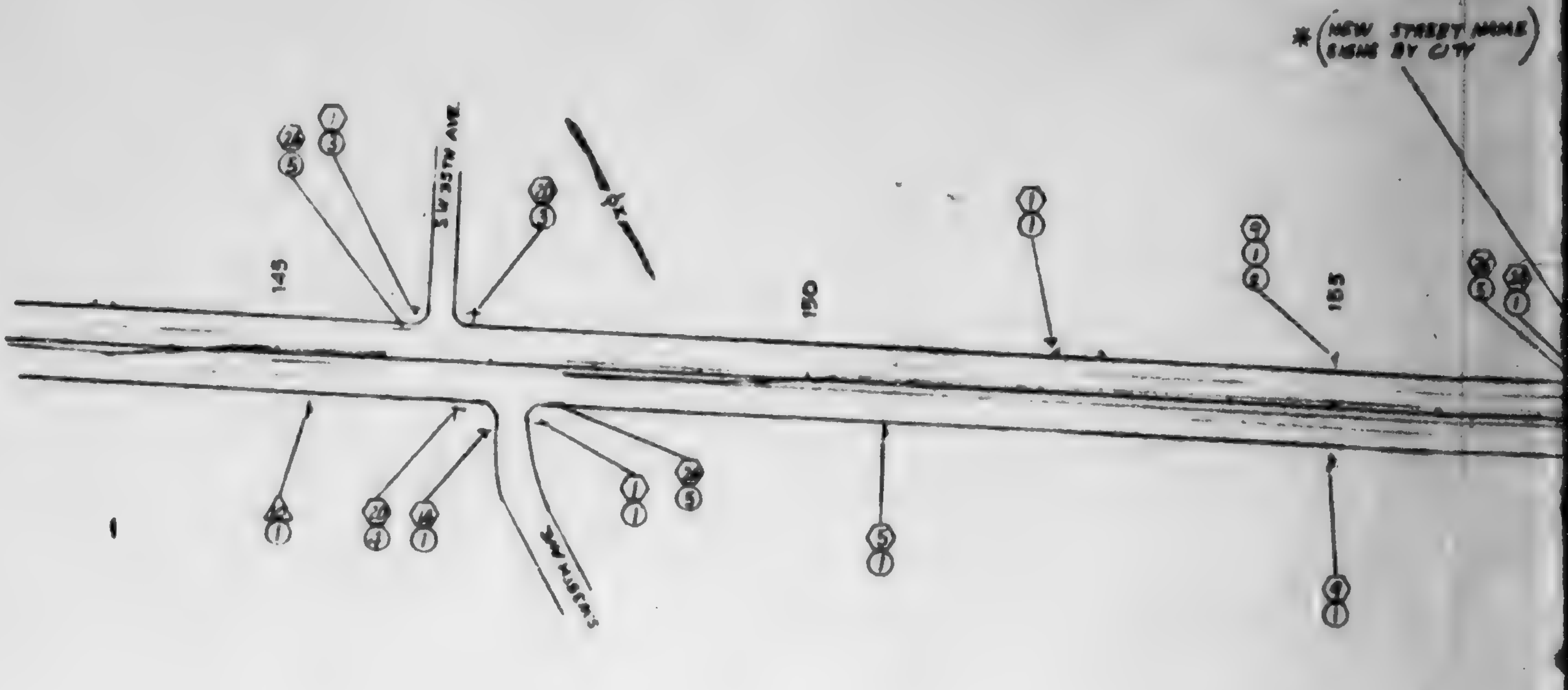
• Revised 4/2/84
New bike Lane signs & stencil

Mario Martini
CITY APPROVAL
2 [illegible] 84
DATE

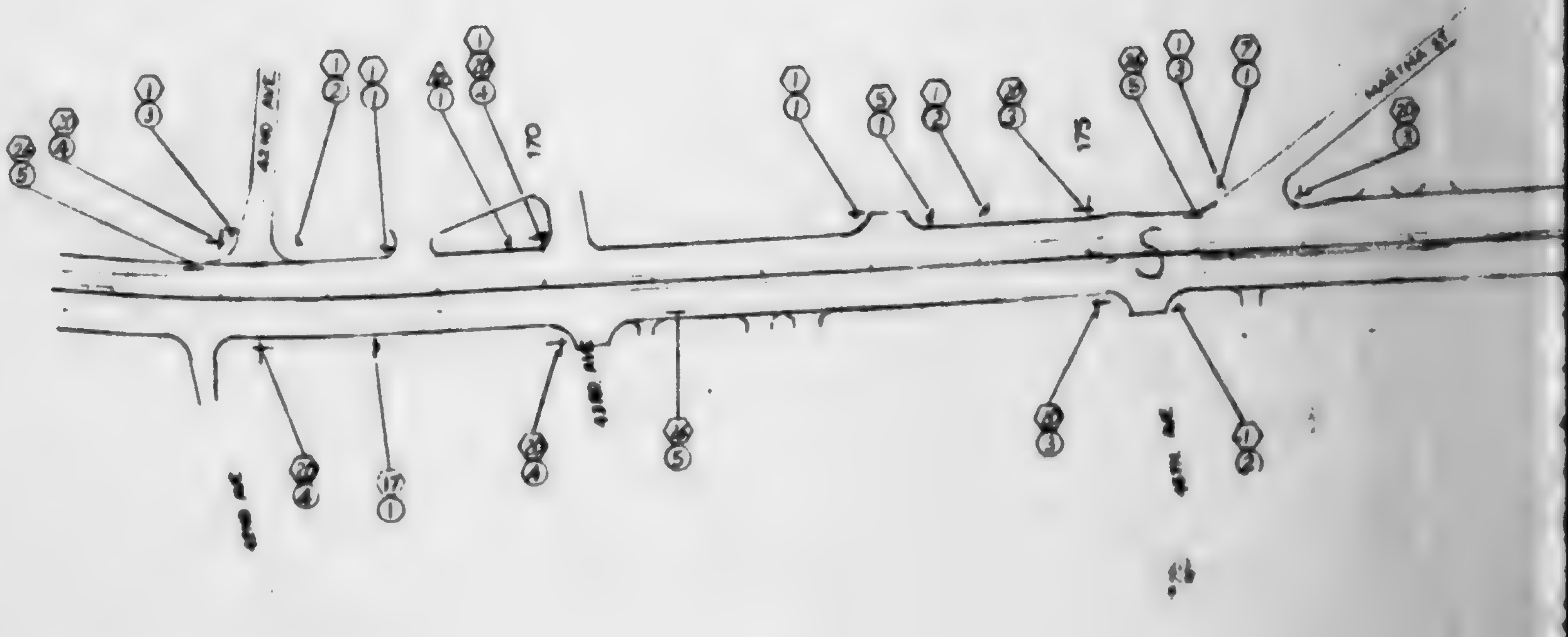
SIGNING PROJECT

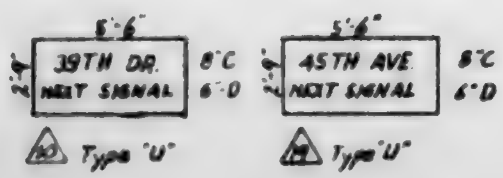
SW 65TH AVE. – SW CAPITOL HWY. SEC
BEAVERTON-HILLSDALE HWY / MULTNOMAH CO

Action	Date	Signature	Title
Submitted	1-26-84	[illegible]	Traffic Control Engr
Approved	[illegible] 84	[illegible]	Sign Engineer
"	1/9/84	[illegible]	Traffic Engineer
"	[illegible]	[illegible]	[illegible]
Accepted	4/6/84	[illegible]	FHWA

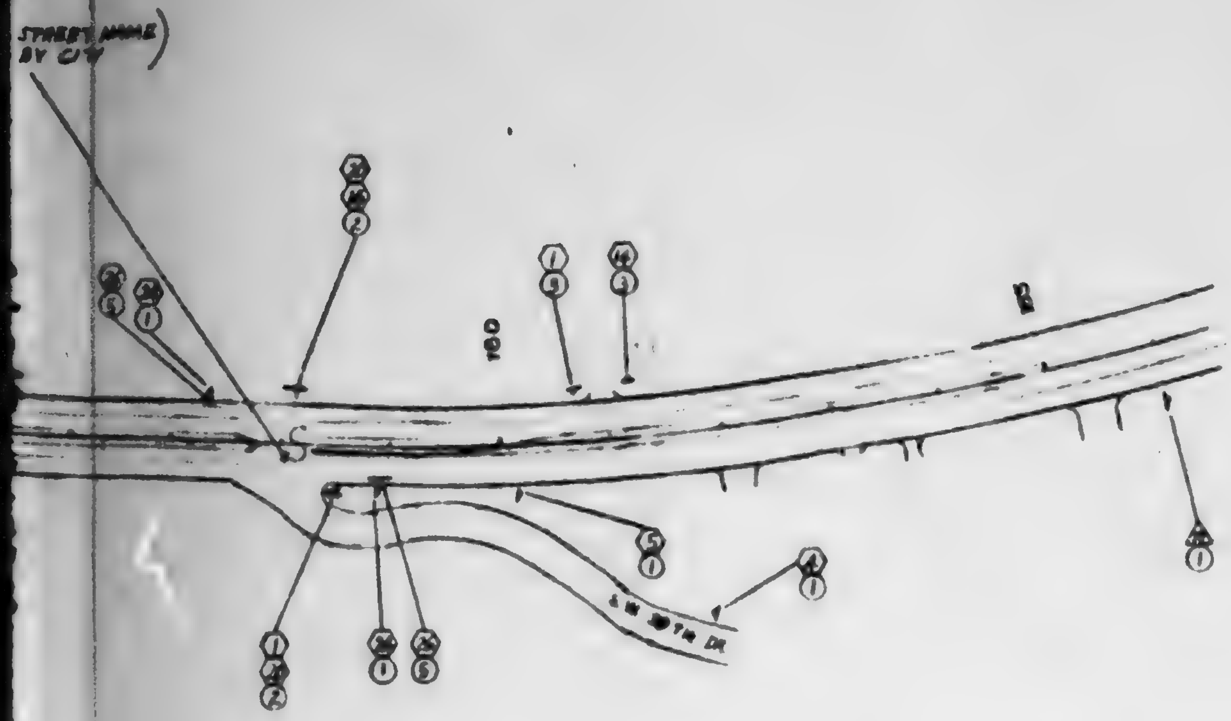

* (NEW STREET NAME SIGNS BY CITY)
SW 35TH AVE.
145
150
155

See sheet 1 for sign design (except

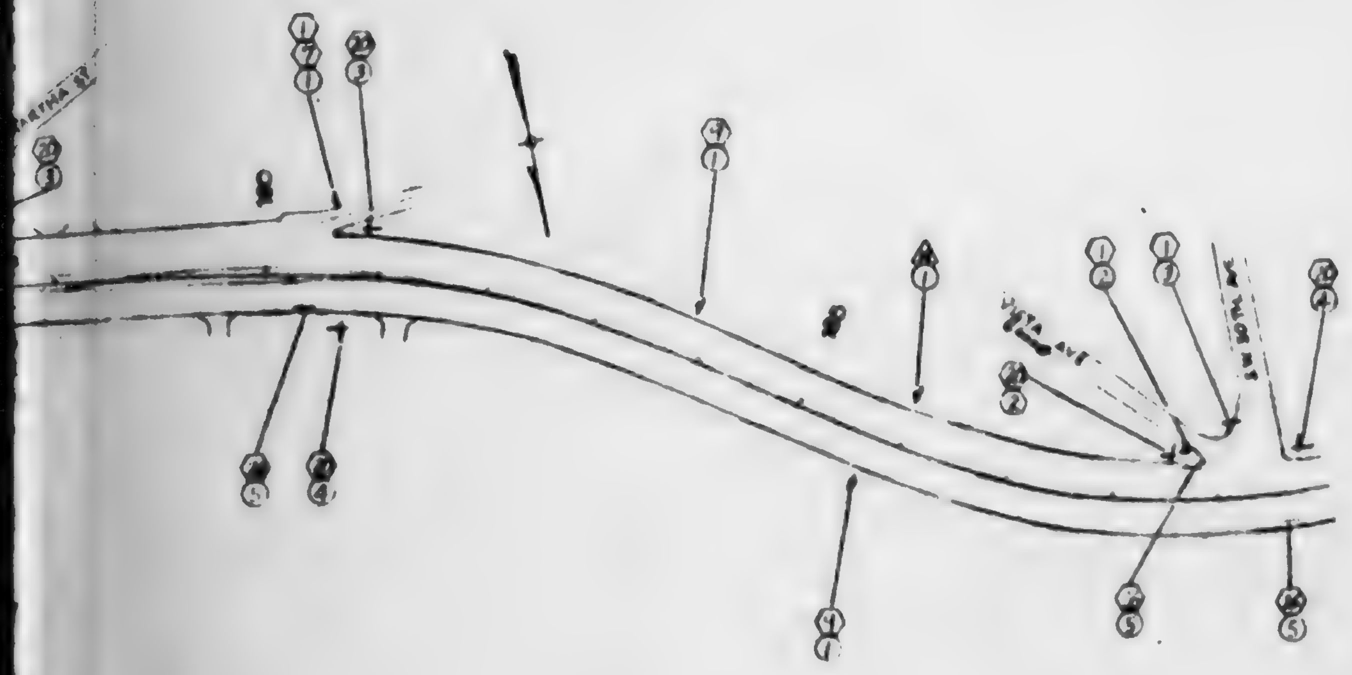

43RD AVE
170
175
MARINA ST


5'-6"
39TH DR.
NEXT SIGNAL
8"C
6"D
Type "U"
5'-6"
45TH AVE.
NEXT SIGNAL
8"C
6"D
Type "U"

SHEET 2 of 3


STREET NAME BY CITY
SW 30TH DR

sign (except type "U") & work required



Mario Martini
CITY APPROVAL
2 ?? 84
DATE

SIGNING PROJECT

SW 65TH AVE. - SW CAPITOL HWY SEC BEAVERTON-HILLSDALE HWY / MULTNOMAH CO.			
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	1-26-84	[illegible]	Traffic Control Engr.
[illegible]	[illegible]	[illegible]	[illegible]
•			[illegible]
•	4/11/84	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	FHWA

1 7722 40 N

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS

DATE: April 6, 1984

FROM: Curt H Duval
CURT DUVAL
Metro Location Manager

File: 26-1914

SUBJECT: S.W. 65th - S.W. Capitol Highway
Beaverton-Hillsdale Highway

Attached is a letter concerning my March 15th memo to you from the City of Portland.

The point is that the City wishes to use the metal posts on signs they will be maintaining while my memo delt only with signs that the State would be responsible for.

RECEIVED
APR 10 1984
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Hansen
Edwards
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up ____/____/____
Action

CD:GG:db
Attachment

cc: Frank Roberts
Bill Geibel
Brett Kesterson

REFERRED TO
Mann Henry
1 Cuno AE Edwards
Erikson 2 Anderson
King Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

81-125-1387

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

March 27, 1984

RECEIVED
MAR 28
LOC. ENGR.

Oregon State Highway Division
Attn: Curt Duval
9002 SE McLoughlin Blvd.
Milwaukie, Oregon 97222

RE: SW 65th Avenue - SW Capitol Highway
Beaverton-Hillsdale Highway

Dear Curt:

I would like to make one clarification to item #1 in the interoffice memo from Don Adams to you dated March 15, 1984. If any street name signs are to be replaced, the City is requesting that 2-inch I.D. (2 3/8-inch O.D.) metal posts be used since the City would be maintaining those installations.

Sincerely,

Brett I. Kesterson

Brett I. Kesterson, P.E.
Arterial Street Design & Construction
Bureau of Transportation Engineering

BIK:am

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS
Final Design, Salem

DATE: March 15, 1984

FROM: CURT DUVAL By Guy [illegible]
Metro Location Manager

Prefix: 26-1914
R/W: 52826

SUBJECT: S.W. 65th Avenue-S.W. Capitol Highway
Beaverton-Hillsdale Highway

Please include the following items in the costruction plans for the subject project:

1. Bill Geible, D.M.S. for Distric 2-A, requests that wood sign posts be used instead of the metal posts shown on City Standards. The State will be doing the maintenance on the signs, and only has wood posts available for replacement.
2. Ken Rolfe, Metro Right-of-Way, requests the change as shown on the attached sheets for Right-of-Way File 52826.
3. Also attached is the City's approval of Drawing No. 39090 of the subject plans.

CHD:GMG:db

Attachments

cc: Frank Roberts
Walt Hart
Ken Rolfe
Brett Kesterson
Bill Geible

9922

42

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

March 29, 1984

In Reply Refer To
File No.: R/W 52816

26-1914

Brett Kesterson
Bureau of Streets & Structures
Room 802
1120 SW Fifth Ave.
Portland, OR 97204

Re: SW 65th Ave.-SW Capitol Hwy.
Beaverton-Hillsdale Hwy.

Now that the agreement from Marion Magness concerning her participation in the subject project has been signed, (your copy attached), we need to outline to Ms. Magness how to proceed.

The State's request for advance construction deposits from the City will include the costs of construction per the agreements with Ms. Magness and any other affected property owners.

The City will remain responsible for collecting those dollars after the bid prices have been computed for the agreement items. Please note that these will be non-participating items in the contract.

As we discussed the other day, this procedure would then allow the property owners to make partial payments to the City.

At this time Ms. Magness should forward to the City (Attn: Brett Kesterson) a notarized letter stating how she wishes to handle these payments for the City's acceptance/approval.

When the bid prices are computed for the construction items, the State shall notify both the City and the property owner of the agreement costs for 293.93 square yards of concrete walk.

If this outline meets with your approval, I will send a copy of this letter to Ms. Magness, and any other affected property owners as the need arises.

Curtis H Duval

CURTIS H. DUVAL
Region Location Manager

CHD/GMG/gw
Attachment
cc Ed Hardt
Jim McClure
Jon Rose
Ken Rolfe
Don Adams

RECEIVED
APR 3 1984
ROAD DESIGN SECTION

Versteeg ✓
Anderson
✓ Adams
Macnab
Edwards
Turpin
Trout
Wakefield

Do Not File
Return To
Bring Up / /
Action

734-1350

9922

STATE OF OREGON **INTEROFFICE MEMO**

TO: JON ROSE
Region Federal Aid Specialist

DATE: March 21, 1984

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: AGREEMENT WITH MARION MAGNESS FOR SIDEWALK

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAR 30 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Attached is an agreement that I believe you had prepared to cover the cost of a sidewalk that we will be building on the Beaverton-Hillsdale project, which is to be paid for by the adjoining property owner. She has returned it with her signature affixed. What I'd like you to do is outline for me the next steps in the process. It looks like somehow we need to transmit some instruction to the Project Manager about segregating out this work so that Ms. Magness can be properly billed, but I'm a little curious about what we do when she sends us our advance deposit---who takes that and what the exact process will be. Please give me your advice on this.

cc: Federal Aid

Project mgr. should write SFO (function 291) to cover.

ELH/cp/gw

After bid opening and before award, Salem should request advance deposit from City of Portland, breaking out the exact amount computed for Magness' share. City should have responsibility for collecting from Magness, particularly since she wants to pay on the installment plan. Sidewalk is 440.9 ft long, 6.0 ft. wide or 293 sq. yd. for computing the non-participating amount to be charged to Magness.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN, MILWAUKIE, OREGON 97222 PHONE 653-3090

November 30, 1983

In Reply Refer To
File No

MARION MAGNESS
5150 S.W. Beaverton-Hillsdale Highway
Portland, OR 97221

Subject: Beaverton-Hillsdale Highway Improvements
Block 1, Rose Arbor Addition
Letter of Understanding

City Ordinance 151704 granted a zone change to you under certain conditions, among them the requirement that you ".....provide, at no cost to the public, a 6-foot sidewalk adjacent to the subject site along Beaverton-Hillsdale Highway at a grade compatible with the proposed improvements as established by the State Engineer...". The City of Portland and the State are cooperating in a project to improve the Beaverton-Hillsdale Highway from S.W. 65th Avenue to Capitol Highway, including curbs and sidewalks. Bids are scheduled for March 22, 1984, and we feel it would be of benefit to all parties if all walks were to be installed as part of the same contract.

Under terms of the ordinance, the cost of constructing sidewalks in that section which adjoins your property, lots 3 through 7, block 1, Rose Arbor, would be your responsibility. The City may require dedication of additional right-of-way on which to construct the walk.

We would propose that the walk, 441 feet long and 6 feet wide, as determined by the City, be included as part of the larger contract and upon opening of bids, actual costs for that section of sidewalk would be computed and you would be asked for an advance deposit in that amount before work begins. Our present estimate for this work is $2,800, and the advance deposit could be made either in the form of a check, or an irrevocable letter of credit. We believe that this procedure would eliminate conflicts between contractors, would result in a better installation at lower cost, and would satisfy the City's requirement. If this is acceptable, please counter-sign three copies of this letter in the space provided and return them to this office. At the time of bid opening, we will compute the cost for 441 lineal feet of sidewalk 6 feet wide and submit a bill to you for your share of the cost. If there are any questions, please call Jim McClure, Project Development Engineer, 653-3231.

EDWARD L. HARDT
Metro Region Engineer

ELH:JR:po

MARION MAGNESS
(Signed) Marion Magness
(Title) Owner

OREGON STATE HIGHWAY DIVISION
(Signed) Edward L. Hardt
(Title) Regional engr.

9922 40 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Mult. Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# 00608

SECTION Scholls Ferry Road - 65th and Capitol - Terwilliger

REGION Metro Region

940

SURVEY AUTHORITY

AUTHORIZATION NO. 2

PREFIX 826-1405

DATE 3/5/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 8,000	$ 8,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 200	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY	100	100
903 LOCAL GOVERNMENT			918 LOCATION	100	100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	200	200
905 FINAL DESIGN	3,000	3,000	920 PROGRAM MANAGEMENT	100	100	937 HYDRAULICS	100	100
906 BRIDGE DESIGN			921 SPECIFICATIONS	2,000	2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	100	100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	200	200	950 TRAINING	400	400
910 REGION GEOLOGIST	1,500	1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	100	100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	200	200	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	500	500	932 RAILROAD & UTILITIES	200	200			

TOTALS	$	$ 17,000
PREVIOUS AUTHORIZATION		$ 11,000
ADD. AUTH. REQUIRED		$ 6,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER STATE

LOCATION ENGINEER'S REMARKS

The soon to be constructed 65th/Capitol project, which includes bicycle shoulder lanes, falls short of connecting to the Terwilliger bikepath on the east and the Scholls Ferry Road bikepath to the west.

This survey authority is to prepare plans, cost estimate, and specifications for connecting these two gaps.

1 Versteeg ✓
Anderson
Bud Adams
Liscomb
2 Edwards E
Terpin
3 Trout
Wakefield

RECEIVED
APR 10 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

PREPARED BY E. J. Dunn	DATE 3/5/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 4/2/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 3 30 84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

9922

OREGON STATE HIGHWAY DEPARTMENT 3-2-84

TO: 26-1914

JON ROSE

SUBJECT: SW 65th Ave. - SW Capitol Hwy
Signing: Beaverton-Hillsdale Highway

FROM: 1X-9228 (2)

CURT DUVAL

DATE: March 1, 1984

NO COMMENTS FROM: C. Duval, E.J. Dunn, T. Schwab, J. Kaiser, or D. Fleming.

FOLLOWING COMMENTS WERE: J. McClure: Wants sheet 3 of construction plans deleted which will change these plans.

3-2-84

— Wayne Cobine —

Here are comments from Metro Staff on the subject signing plans. Please note and advise the Traffic section.

The City has approved these (approved set was sent to you yesterday) with a number of comments. Jon Rose

Kathleen Howell
(SIGNATURE)

PLEASE REPLY HERE

OGRAM SECTION
[illegible] PROJECT UNIT

[illegible] UNIT
REFER TO Gary Gehner
FOR

CC: w/Plans to Scofield
E

CC:
(SIGNATURE)
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street & Structural Engineering
1120 S.W. 5th Avenue, Room 802
Portland, Oregon 97204-1971
(503) 796-7004

February 23, 1984

Jon Rose
Federal Aid Specialist
ODOT-Metro Region
9002 S.E. McLoughlin Boulevard
Milwaukie, Oregon 97222

Re: S.W. Beaverton/Hillsdale Highway Preliminary Signing Plans

Dear Jon,

Please find enclosed the subject plans approved by Mario Martini of our Bureau of Traffic Management with some revisions as shown. If you have any questions, please call Mike Bauer at 796-7156.

Sincerely,

L David Hill

L. David Hill, P.E.
Arterial Street Design & Construction
Bureau of Transportation Engineering

796-7156

LDH:jw

c: Mike Bauer

Enclosure

cc: w/Plans to Scofield
G

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ✓
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Gary Zehner
FOR ______

From Metro Wayne Schulte | Date 3/1/84
To Wayne Cobine
[✓ Proj. Mgmt] Traffic Region I Accounting
Comment:
Notations are from C.O.P. Traffic Section. Tom Schwab of our shop has also reviewed drawings.
Please pursue.
(We have not returned copies to Elmer Scofield)

-ff

9922

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

February 13, 1984

In Reply Refer To
File No.:
26-1914

RICHARD O. SCHMIDT, Highway Coordinator
City of Portland
1120 S.W. Fifth Ave.
Portland, OR 97204

Subject: S.W. 65th Ave.-S.W. Capitol Hwy.
Beaverton-Hillsdale Hwy.

In reference to your December 5 letter, I have requested our final design section to delete all work shown on sheet 3 of the construction plans. The unidentified work for the S.W. Bertha Boulevard, Capitol Highway, and Beaverton-Hillsdale Highway will be retained as a unit 2 project. This unit could then be combined with the S.W. Bertha Boulevard construction project. I am assuming that your staff will handle the re-design of this complex intersection.

Also in reference to a copy of Mario Martini's January 6 letter, I have requested our specifications section to retain the on-street parking in the vicinity of 59th Avenue for some time-frame into the contract.

JAMES D. McCLURE, P.E.
Project Development Engineer

JDM:po

cc: E. L. Hardt
D. R. Adams
Gary Potter
Curt Duval

Attachment

PROGRAM SECTION
MANAGER GP PROJECT UNIT
FEB 14 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO Gary Zehner
FOR ______

734-1850

26-1914

STATE OF OREGON

INTEROFFICE MEMO

TO: DONALD R. ADAMS
Final Design Engineer

DATE: February 13, 1984

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: S.W. 65th Ave.-S.W. Capitol Hwy.
Beaverton-Hillsdale Highway

Attached are two letters from the City of Portland requesting some minor changes to their project. The first letter requests that work shown on sheet 3, be deleted from the project and breaking the project into two construction units.

The City's rationale for deleting this portion of work is based on the fact that the improvements planned appear inadequate for a long-term solution. This is further supported by the improvements being planned by the City on S.W. Bertha Boulevard leading to this intersecion.

In terms of this project, please proceed with deleting the work on sheet 3, and modifying the title "S.W. Capitol-S.W. 65th Ave. (Unit 1)". Unit 2 would then apply to this intersection only and most likely combined with the S.W. Bertha Boulevard project. For this intersection, the City wants to consider a standard signalized intersection removing the Capitol Highway structure.

The second letter could be handled in the project specifications by indicating "no work is permitted along the north side of the highway that would conflict with on-street parking between Sta. 216 to Sta. 220, until (date)____". If we go to contract in June, I would assume the work will encompass two summer construction seasons with completion scheduled for the fall of 1985. Since the on-street parking is in the area of stage 1 construction, I assume the curbs and sidewalks could be constructed and the on-street parking retained. Therefore, as we proceed with stage 2 construction, the on-street parking would be removed and a date established to coincide with stage 2, or spring of 1985.

po

cc: E. L. Hardt
Gary Potter - See project units for PCS; retain unit 2 for future.
Steve Macnab
Curt Duval

Attachment

81-125-1387

CITY OF
PORTLAND, OREGON
BUREAU OF TRAFFIC ENGINEERING

Mike Lindberg, Commissioner
D. E. Bergstrom, City Traffic Engineer
1120 S.W. 5th Avenue, Room 902
Portland, Oregon 97204-1969

January 6, 1984

[illegible] Hunt [illegible]

W.E. Hunt
Executive Director
Housing Authority of Portland
1605 N.E. 45th
Portland, OR 97213

Dear Mr. Hunt:

This bureau recently prohibited some parking adjacent to the Ruth Haefner Plaza, 6005 S.W. Beaverton Hillsdale Highway in order to provide adequate visibility for motorists entering the highway from the Plaza, from a private driveway west of the Plaza and from S.W. 59th Avenue, east of the Plaza.

Observation indicated this was over flow parking from the Plaza. Reducing the available on-street parking has brought some complaints from the tenants, since there is not adequate off-street parking to meet the demand.

Although the parking spaces provided met the zoning requirement at the time of construction, this bureau apprised the developer of the future widening of the highway which would prohibit all on-street parking and suggested that extra spaces be provided for overflow parking.

Construction is tentatively scheduled to begin this summer on the widening project. Sidewalks will be installed along the north side which will provide access for pedestrians and wheelchairs to the Payless-Albertson stores east of the Plaza and to the shopping center west of the Plaza near Scholls Ferry Rd.

On January 4, 1984, we met with State Representative Ed Leek to discuss the Plaza parking problem. It was agreed that we would request the State Highway Division to consider scheduling work on this portion of the street for the end of the project, thereby retaining the on-street parking as long as possible, giving more time to arrange for additional parking.

Stage 1 only
Looks OK

Sta 216 to
Sta 220
north side of
Hwy

Additionally, we agreed to replace one on-street parking space at the west end of the plaza.

cc: Jim McClure - Pls note comment about delaying work in this area. Feasible?
EK

In conclusion, it was agreed that the Plaza has a parking problem and the permanent solution is additional off-street parking.

There is undeveloped land immediately west of the Plaza which would be the logical location for additional parking.

In view of the parking problem which now exists and the impending highway project which, in our opinion, will exacerbate the problems, it is suggested that the Housing Authority of Portland give serious thought to arranging for additional off-street parking on the north side of the Beaverton-Hillsdale Highway in close proximity to the Plaza.

If we can be of any assistance on this matter, please do not hesitate to contact Bill Stark of this office at 796-5175.

Sincerely,

Mario J. Martini
Senior Traffic Engineer

MJM/WES/as

cc: Honorable Ed Leek, State Representative
Ronald Failmezger, Oregon State Highway Division
Bill Stark, Traffic Engineering
Alice Doyle Porter, Housing Authority of Portland
Frank Frost, Planning Bureau

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Office of Public Works Administrator
1120 S.W. Fifth Ave.
Room 702
Portland, Oregon 97204-1957
(503) 796-7015

December 5, 1983

OM NAE OE PPM CE
TOS RECEIVED ME
US DEC - 6 1983 [illegible]
CSA Metro Region T/M
SO PA EM BUD LM

Mr. Ed L. Hardt, Region Engineer
Metro Region-Highway Division
Oregon Department of Transportation
9002 SE McLoughlin Boulevard
Milwaukie, Oregon 97222

Re: Beaverton-Hillsdale Highway Project

Dear Ed,

In reviewing the Beaverton-Hillsdale Project final design, improvements in the intersection area of Bertha Boulevard, Capitol Highway and Beaverton-Hillsdale Highway appear to be inadequate for long-term operation. The Bertha Court relocation will certainly improve circulation for buses and vehicles; however, the improvements do not address the safe circulation of pedestrians and bicyclists. We feel that this particular part of the project needs further work.

City Staff have submitted an at grade intersection design for consideration. This proposal, although expensive, includes all facilities necessary to safely accommodate pedestrians and bicyclists. This is not the only solution; other alternatives are possible, but could not be designed to fit the contract award schedule of March 22, 1984.

Therefore, in consideration of safety and improved circulation, re-evaluation of this intersection needs to be performed. We request that this part of the project, east of SW 21st Avenue be deleted from the project plans and identified as Unit #2 (all "B" and "BC" line work on Sheet #3).

Unit #2 should then be returned to the preliminary engineering phase. During PE, alternatives should be developed to address the operation of this complex intersection.

With the extension of the Terwilliger Bridge project on Bertha Boulevard to Vermont, it is critical that this intersection link the two projects together. The construction cost deferred from Unit 2 of the Beaverton-Hillsdale project will be reserved for construction at a later date.

Your assistance in this matter will be greatly appreciated.

Sincerely,

R. O. Schmidt

Richard O. Schmidt, P.E.
Highway Coordinator
ROS:jw

c: Steve Dotterrer	Vic Rhodes
Marty Nizlek	Andy Cotugno
	Ted Spence

9922 40

STATE OF OREGON INTEROFFICE MEMO

TO: DON ADAMS
Salem Final Design

DATE: January ~~17~~ 23, 1984

FROM: CURT DUVAL Curtis H Duval
Metro Region Location Manager

File No.: 26-1914
R/W 52826

SUBJECT: SW 65th/SW Capitol Hwy.
Beaverton - Hillsdale Hwy.

The City of Portland has requested the design changes shown on the attached sketch for r/w file #52826, station 198+00 lt. to station 200+50 lt.

These changes will also affect the right-of-way requirements for the subject project. Please take the steps needed to incorporate these changes into the subject project construction plans as soon as possible.

CD/GMG/jv

Attachments

cc: Ken Rolfe
Hank Wakerlig
Frank Roberts
Paul Hailey

Verstoeg
Anderson
1 Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JAN 20 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

1 Verstoeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JAN 26 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

1/23/84

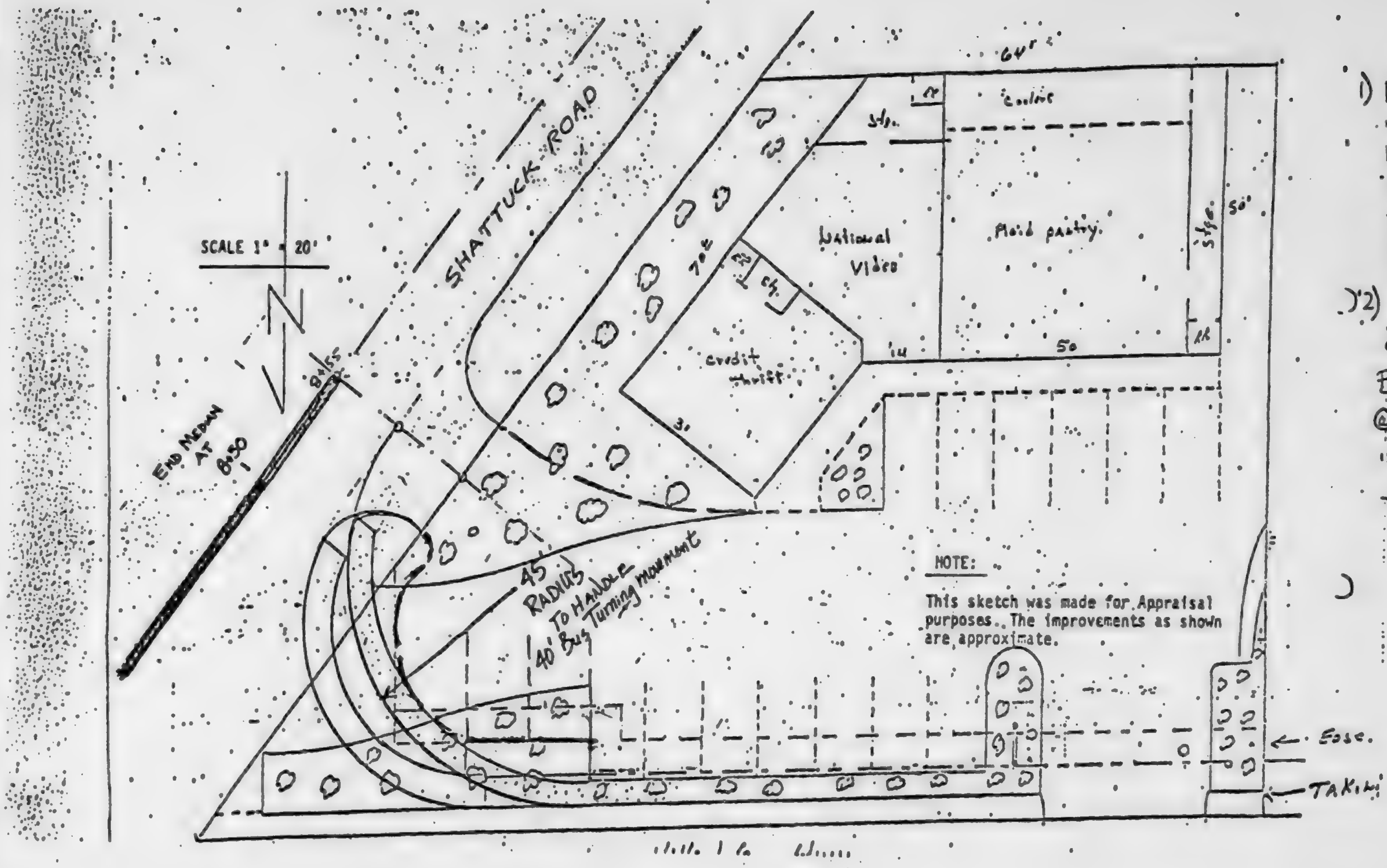
cc J. McClure

When will this end?!
July 84 letting date. Need to tell City to STOP fooling around. Don Adams

Curt
Advise City "No more changes" = this may cause Project to slip beyond June Bid now sch.
J McClure

CC Adams

81-125-1387


SCALE 1" = 20'
SHATTUCK ROAD
End Median At 8+30
8+55
64'
Coolie
Stg.
National Video
Maid pastry
Stge.
50'
50
14
70'
credit thrift
31
45 Radius To Handle 40' Bus Turning movement
Ease.
Taking

NOTE:

This sketch was made for Appraisal purposes. The improvements as shown are approximate.

1) Recommend Median in Center of Shattuck be reduced from Sta 8+55 to Sta 8+30 to allow Lt. Turn in/out of Driveway to Lewis Clark College Property.

2) Recommend Radius at S.W. Corner of Beaverton/Hillsdale Hwy @ Shattuck Rd. be increased from 35 ft R to 45 ft R.

Michael W. Bauer
Bureau of Traffic Mgr.
1/16/84

.9922 40

STATE OF OREGON

INTEROFFICE MEMO

TO: KEN ROLFE
Metro Region Right of Way

DATE: January 17, 1984

FROM: Curtis H. Duval
CURT DUVAL
Metro Region Location Manager

File No.: 26-1914
R/W 52826

SUBJECT: SW 65th/SW Capitol Hwy.
Beaverton - Hillsdale Hwy.

Due to design revision requests by the City of Portland necessitating additional R/W, please stop work on the subject project R/W File 52826 station 198+50 lt. to station 200+50 lt.

CD/GMG/jv

cc: Don Adams
Paul Hailey

Versteeg
Anderson
Adams A
[illegible]
Stoudenmeyer
Terpin
[illegible]
✓ [illegible]

RECEIVED
JAN 19 1984
ROAD DESIGN SECTION

81-125-1387

9922 Mann .40N

STATE OF OREGON

INTEROFFICE MEMO

TO: Ken Rolfe, Supervisor
Metro Region Right-of-Way

DATE: December 5, 1983

FROM: Curtis H. Duval
Curtis H. Duval
Location Manager

SUBJECT: SW 65th - SW Capitol Highway
Beaverton-Hillsdale Highway

File No. R/W 52850
Prefix No. 26-1914-901

This is to confirm the information discussed with Myron Melick concerning the subject project, right-of-way file No. 52850, proposed slope easement.

Based on the information available to this office, the slope easement for this file could possibly be eliminated. However, Salem Final Design would prefer to retain the easement as part of the construction plan.

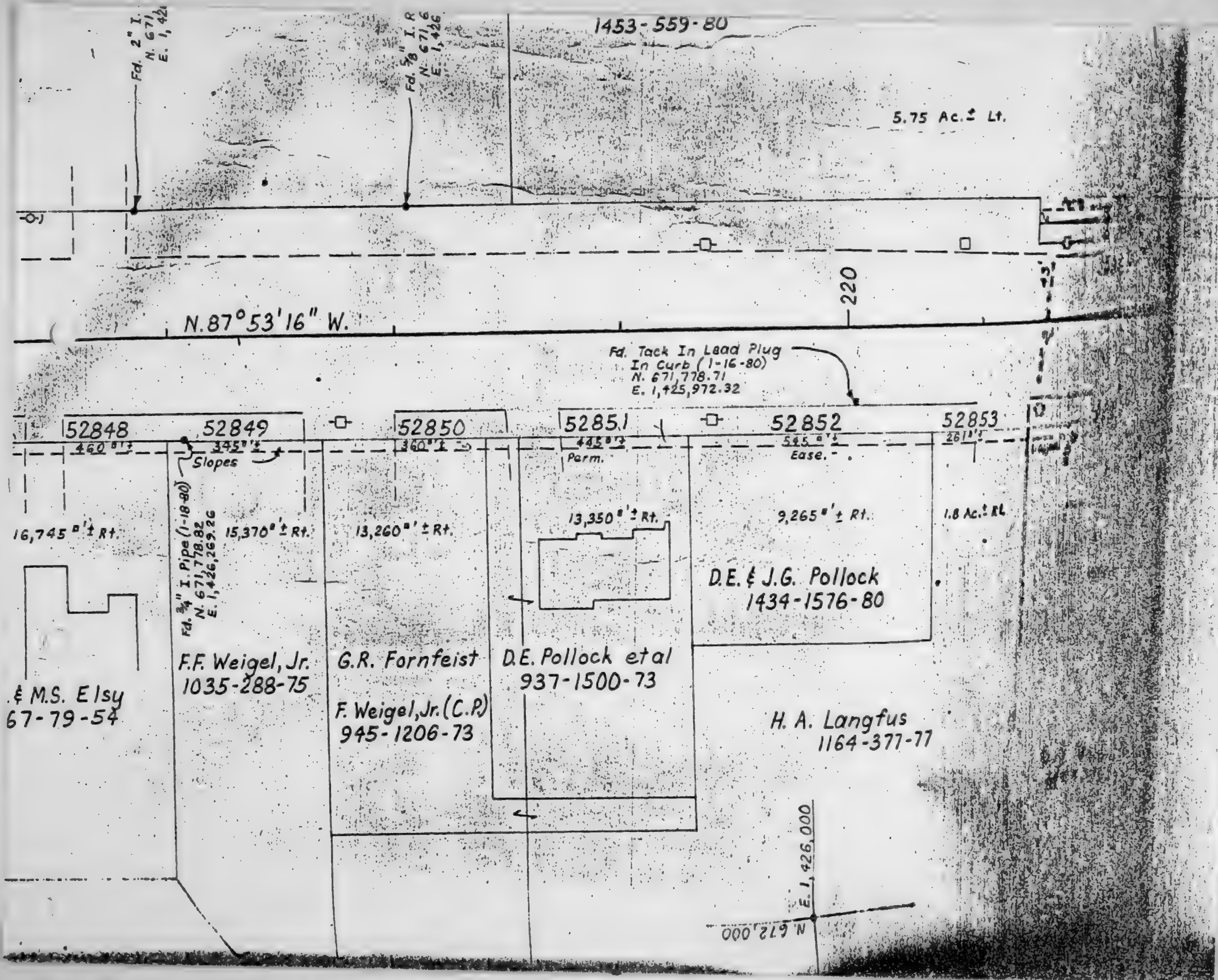
CHD:gmg:m
Attachment
cc: [redacted]
Paul E. Hailey

RECEIVED
DEC 6 1983
ROAD DESIGN SECTION

Versteeg
Anderson ✓
1 Adams
Macnab
Stoudenmeyer
Turpin
Trout
2 Wakerlig

Do Not File
Return to
Bring Up
Action

81-125-1387


Fd. 2" I.
N. 671,
E. 1, 42
Fd. 5/8" I. R
N. 671,6
E. 1,426
1453-559-80
5.75 Ac.± Lt.
220
N.87°53'16" W.
Fd. Tack In Lead Plug
In Curb (1-16-80)
N. 671,778.71
E. 1,425,972.32
52848
460 ▫'±
52849
345▫'±
Slopes
52850
360▫'±
52851
445▫'±
Perm.
52852
545 ▫'±
Ease.
52853
261▫'±
16,745 ▫'± Rt.
Fd. 3/4" I. Pipe (1-18-80)
N. 671,778.82
E. 1,426,269.26
15,370▫'± Rt.
13,260▫'± Rt.
13,350▫'± Rt.
9,265▫'± Rt.
1.8 Ac.± Rt.
D.E. & J.G. Pollock
1434-1576-80
F.F. Weigel, Jr.
1035-288-75
G.R. Fornfeist
F. Weigel, Jr. (C.P.)
945-1206-73
D.E. Pollock et al
937-1500-73
& M.S. Elsy
67-79-54
H. A. Langfus
1164-377-77
E. 1,426,000
N. 672,000

9922 40 N

STATE OF OREGON INTEROFFICE MEMO

TO: FILE

DATE: 10 November 1983

FROM: GREG GIOVANINI

File: R/W 52807 - 52808
26-1914

SUBJECT: 65th Capitol
Beaverton-Hillsdale Highway

Discussed with Frank Roberts, Salem Final Design, the grade for the section of sidewalk adjacent to Right-of-way File 52807-52808, Station 178+00 Rt. to 179+00 Rt. Frank said we would match the existing grade to avoid impacting the building doorways and if the owner wanted the space between the proposed walk and his building paved, that an agreement for this work should be made by the Right-of-way office.

GMG:ap

cc: Curt Duval
Ken Rolfe, attn. John Baker
[redacted]k Roberts

✓ Versteeg ✓
Anderson
✓ Adams
Macnab
Steudemmeyer
Turpin
Trout
Wakenig

RECEIVED
NOV 14 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

9937-

CON 21-4

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(2) xBear! –
2. STATE PROJECT NO. See below & Hillsdale
2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon
10-20-83

4. PROGRAM NO.

5. ITEM NO. 90027

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-20-83
8. FEDERAL ROUTE NUMBER FAU 9228
9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:
SW. 65th AVENUE - CAPITOL HIGHWAY (PORTLAND) SECTION

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change - see below

13. REMARKS

As requested in Mr. Swan's October 12, 1983 letter, I approve the revised Preliminary Engineering Costs to a TEC of $321,100; FF $273,035.

(Increase TEC $110,400; FF $93,840 - Appn code 580)

RECEIVED
STATE HWY ENGR
OCT 25 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 20 JCS

14. DATE 10-20-83
15. SIGNATURE OF APPROVING OFFICIAL G.K. Hessner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9922

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 12, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Program Change
Item No. 90027
Project No. IX-9223(2)
S.W. 65th Ave.-Capitol Highway (Portland) Section
Multnomah County
Beaverton-Hillsdale Highway

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated October 6, 1983.

Approval of this request will involve an increase of $110,400.00 in total cost and obligation of $93,840.00 in Interstate Substitution General (Appn Code 580) Funds with revised financing as follows:

	Appn Code	TEC	FF	%
Previous	823	$ 158,000.00	$ 134,400.00	85.0
Previous	772	52,700.00	44,795.00	
Increase	580	110,400.00	93,840.00	
Total		$ 321,100.00	$ 273,035.00	

RHZ:bkb
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
E. Mershon (Metro)
Jon Rose (Metro)
Gary Zehner ✓
Shirley Williams

[illegible] Hwy 40

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Multnomah Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# N

SECTION: Scholls Ferry Road-65th/Capitol-Terwilliger

REGION: Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 826-1[illegible]

DATE: 9-14-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT	-		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	-		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		3000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 11,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: State

LOCATION ENGINEER'S REMARKS

1 [illegible]
cy
2 [illegible]
cy [illegible]
3 Stoudenmeyer DM
4 Terp[illegible]
cy Wakerlig
5 Molly

SEP 16 1983
ROAD DESIGN SECTION

cy Lyle
Do Not File ☐
Return To
Bring Up
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 9/2/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X Frank E. [illegible]	DATE 9-1-83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 10166

SECTION: Scholls Ferry Road-65th/Capitol Highway-Terwilliger Blvd.

REGION: Metro Region

STATE HIGHWAY # 40	HIGHWAY NAME Beaverton Hillsdale Highway	MILE POST FROM 3.13 TO 3.41 5.85 TO 6.38	LENGTH 0.28 0.53
☒ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME Beaverton Hillsdale Hwy/Capitol Highwa
ROUTE # 10	FEDERAL AID # 9228	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 11.6 ~~10~~
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
40% ENGINEERING & CONTINGENCIES	$ Included	
TOTAL CONSTRUCTION		$ 94
TOTAL ESTIMATE		$ 105.6 ~~104~~

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	3

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	-
RIGHT OF WAY ACQUISITIONS	(S,C,A)	-

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE State Bicycle Funds	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

The soon-to-be constructed 65th-Capitol project, which includes bicycle shoulder lanes, falls short of connecting to the Terwilliger bikepath on the east and the Scholls Ferry Road bikepath to the west, creating two hazardous gaps in a designated regional bicycle route.

PROPOSED SOLUTION

Provide shoulder bike lanes between Sunset Boulevard and Terwilliger Boulevard. Improve sidewalks for optional bicycle use through the remainder of the project.

REQUESTED, REGION ENGINEER X	DATE 7/11/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJEC PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Scholls Ferry Road-65th/Capitol-Terwilliger

REGION
Metro Region

PROJECT JUSTIFICATION

The project would improve bicycle safety and operation through two short bike-lane gaps which will remain after the completion of the soon-to-be constructed 65th to Capitol project. The affected bicycle route is designated in the Arterial Streets Policy for the City of Portland, and in the MSD Regional Bicycle Network Plan.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Scholls Ferry Road-65th/Capitol-Terwilliger

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	S	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	S	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	NA	OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N/A	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

UTILITIES: E (LIST BELOW)

COMPANIES
Portland General Electric
Pacific Northwest Bell
Northwest Natural Gas
Liberty Cable
Portland Water Portland Sanitary

DESIGN SPEED: N/A

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE ~~PATH~~ Lane	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE ~~PATH~~ Lane
EXISTING																
				Varies		0-12	12	0-12	12	0-12		varies				
4'						0-12	12	0-12	12	0-12						4'
PROPOSED																

SUGGESTED BASE DESIGN

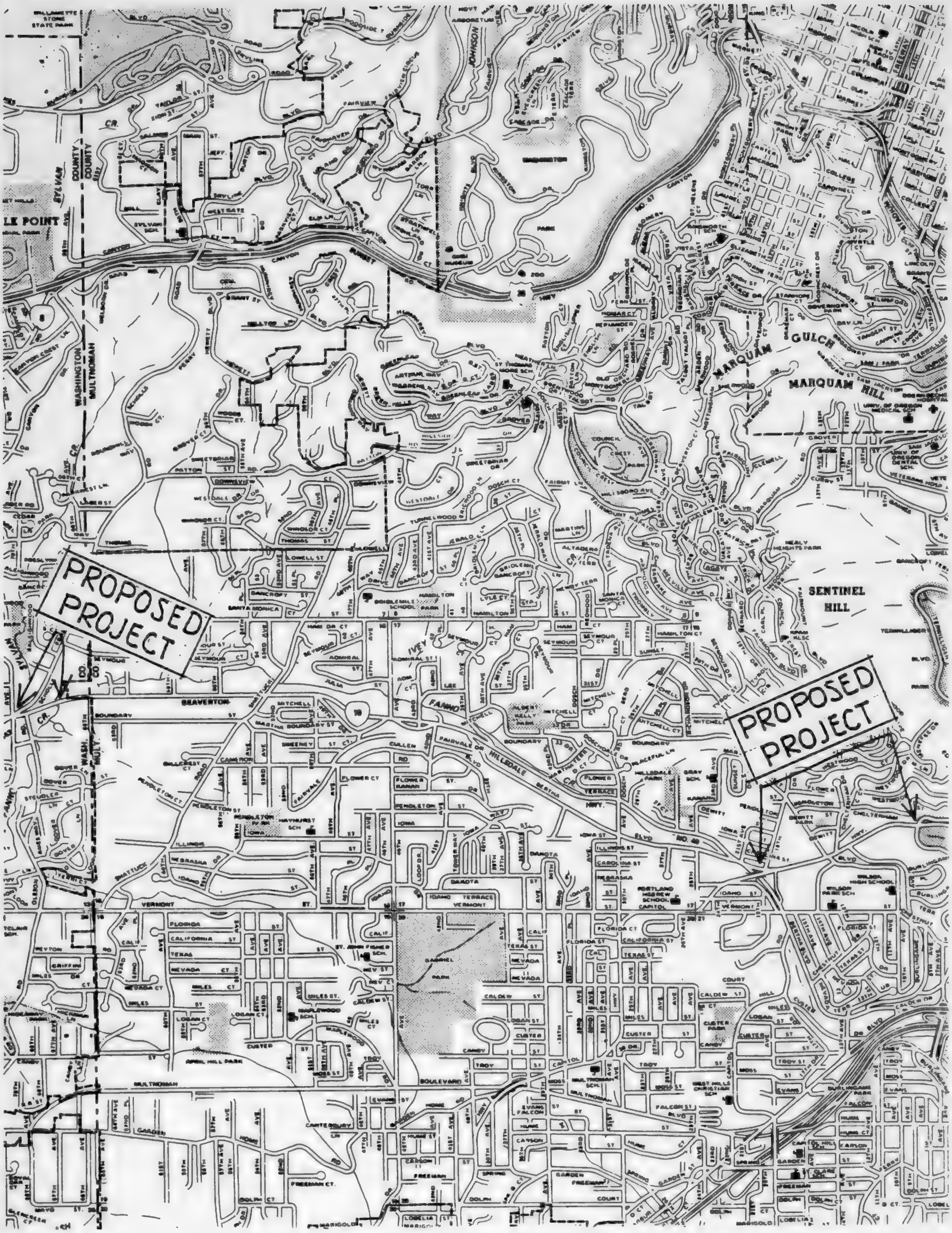
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

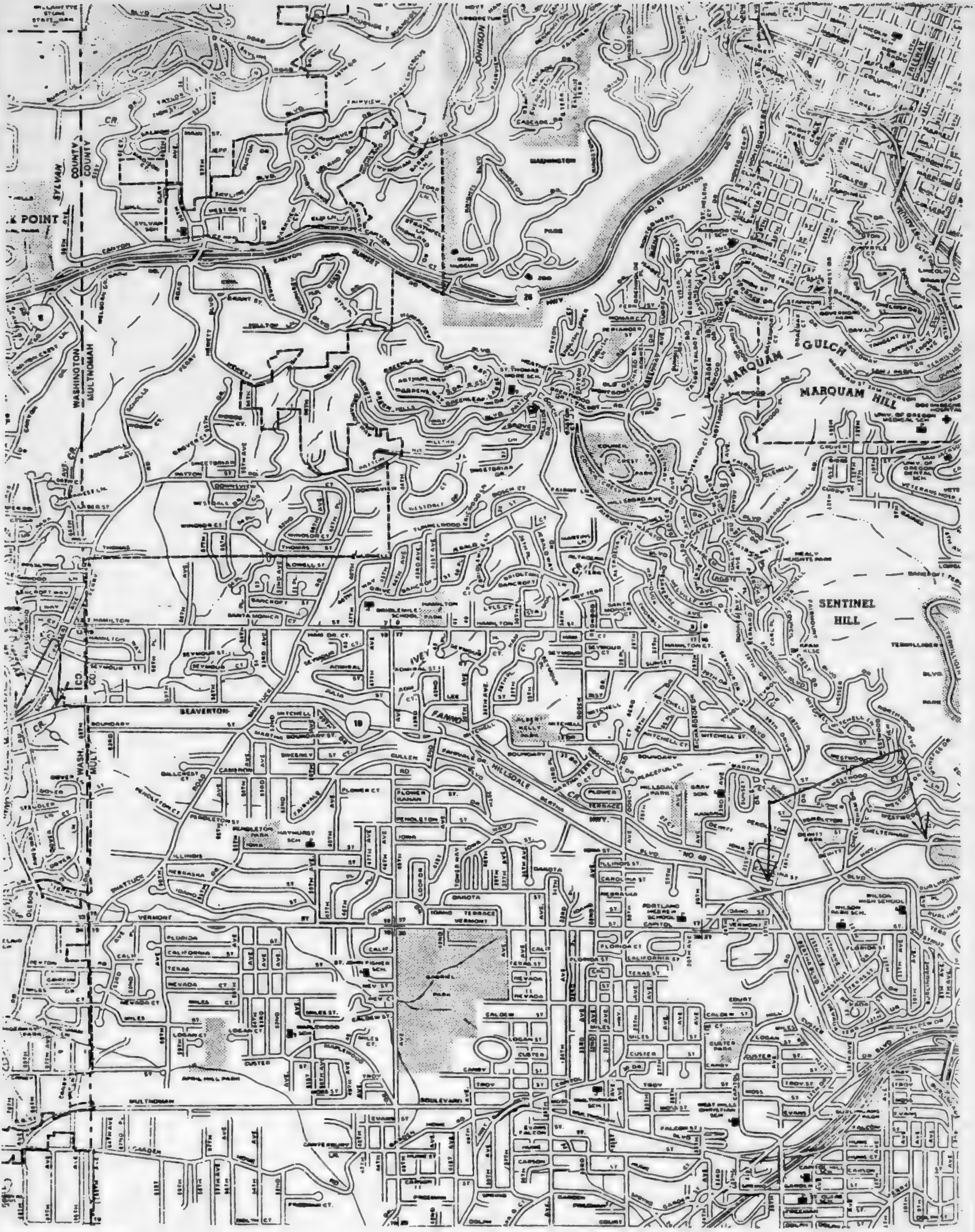
STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 2-1-85

734-1912 (7-82)


PROPOSED PROJECT
PROPOSED PROJECT
MARQUAM GULCH
MARQUAM HILL
SENTINEL HILL
WASHINGTON
MULTNOMAH
COUNTY
BEAVERTON
HILLSDALE
BOUNDARY
MULTNOMAH
BOULEVARD
VERMONT
CAPITOL
SYLVAN
CANYON
HWY.
TERWILLIGER
BARBUR
BLVD.
GABRIEL PARK
COUNCIL CREST PARK
HOYT ARBORETUM
ZOO
UNIV. OF OREGON MEDICAL SCH.
UNIV. OF OREGON DENTAL SCH.
WILSON HIGH SCHOOL
PORTLAND HEBREW SCHOOL
MULTNOMAH SCH.
WEST HILLS CHRISTIAN SCH.
ALBERT KELLY PARK
GABRIEL PARK
APRIL HILL PARK
CUSTER PARK
HEALY HEIGHTS PARK


SYLVAN
WASHINGTON COUNTY
MULTNOMAH COUNTY
JOHNSON
WASHINGTON
PARK
ZOO
MARQUAM GULCH
MARQUAM HILL
UNIV. OF OREGON MEDICAL SCH.
SENTINEL HILL
HEALY HEIGHTS PARK
COUNCIL CREST PARK
BEAVERTON
HILLSDALE
FANNO
CANYON
SUNSET
IVEY
GABRIEL PARK
APRIL HILL PARK
WILSON HIGH SCHOOL
PORTLAND HEBREW SCHOOL
MULTNOMAH
BOULEVARD
VERMONT
CAPITOL
BURLINGAME
TERWILLIGER BLVD.
HAMILTON
BANCROFT
PATTON
DOSCH
THOMAS
DAKOTA
FLORIDA
CALIFORNIA
NEVADA
CUSTER
TROY
PENDLETON
CANBY
CHELTENHAM
WESTWOOD
MITCHELL
BOUNDARY
CULLEN
GARDEN
CARSON
NO. 10
NO. 26
SENT. HILL

Con 21-4
Beaverton

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(6) Hillsdale

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90027

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/6/83

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:

SW 65th Avenue - Capitol Highway (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of project agreement if additional funds are required, you are now authorized to proceed with the actual acquisition of file number 53631 as shown on R/W map 9B-20-20 at a TEC of $1,000 Federal Funds $850.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 13 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig'td
9/13

14. DATE 9/6/83

15. SIGNATURE OF APPROVING OFFICIAL John A Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 21-4
Beaverton-
Hillsdale

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 26, 1983

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Project Unit Engineer

SUBJECT: Project No. IX-9228(6)
S.W. 65th Ave.-Capital Hwy. (Portland) Sec.
Multnomah County
File 53631

I request authorization to proceed with the actual acquisition of the above listed property which is included in the subject project. The area to be acquired is as outlined in red on the enclosed sketch map and does not require relocation assistance.

The estimated cost of acquiring the property is $1,000 and authorization to proceed as requested will not require an additional obligation in Federal funds on the project at this time.

CL:pf
Enclosures

cc: J. Boyd
D. Aman
General Files

Form 734-3122

9922 t

STATE OF OREGON **INTEROFFICE MEMO**

TO: KEN ROLFE
Metro Right-of-way Manager

DATE: ~~1~~ 5 August 1983

FROM: Curtis L. Duval
CURT DUVAL
Metro Location Manager

File: 26-1914-901

SUBJECT: S.W. 65th AVENUE / S.W. CAPITOL HIGHWAY
Between Hillsdale Highway
City of Portland

Please note that a field determination as to the need of a gravity or other type retaining wall against the building at Station 179+20 Rt.; Right-of-way File 52808 for driveway construction may be necessary during the construction of the subject project. This construction would be on private property, and some type of construction area permit may also be needed.

CD:GMG:ap

cc: Don Adams
Paul Hailey

Talked to Frank Roberts. He has contacted field and they are to let ~~him~~ know when they have solved problem
8-5-83
DS

Noted NEM

1 Versteeg ✓
Anderson
2 Adams
Hisnab
Steudemmeyer
Taylor
Trent
3 Wakerlig

RECEIVED
AUG 0 2 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

81-125-1387

9922 8-4-83

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: SW 65th Ave - SW Capitol Hwy Sec.
B&H Highway
Multnomah Co.

DATE: 8-3-83

TO: Jon Rose 26-1914

FROM: Curt Duval

Attached are the city of Portland's signature preliminary plans for subject project. Also attached are copies of their standard drawings and a letter addressed to you

Curtis H Duval

8-4-83

Buz Swan ——

Here are approved plans from the City of Portland and comments by Metro Staff. Metro Staff has no objections to the City's proposed request.

Please forward comments to Final Design. Any questions should be directed to Curt Duval.

(SIGNATURE)

PLEASE REPLY HERE

Jon Rose

8-8-83
Signed plans to Road Design.
E

SECTION
PROJECT UNIT 5
ASSIST. PROGRAM UNIT
TO Local Programs

CC:

(SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(6) CON

2. STATE PROJECT NO. See below 21-4

2A. COUNTY NAME Multnomah Beaverton-Hillsdale

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
7-27-83

4. PROGRAM NO.

5. ITEM NO. 90027

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/27/83

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:

SW 65th Avenue - Capitol Highway (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required you are authorized to proceed with the actual acquisition of files 53539 and 53550 as shown on right-of-way map 9B-20-20 at a TEC of $1,500 Federal Funds $1,275.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject proejct.

RECEIVED
STATE HWY ENGR
AUG 8 '83
REFER TO Potter
FOR
Info | Inves | H/D | D/R | Sign | Act | File

Orig to 8/8

14. DATE 7/27/83

15. SIGNATURE OF APPROVING OFFICIAL John R Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 21-4
Beaverton-
Hillsdale

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 18, 1983

In Reply Refer to File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project No. IX-9228(6)
S.W. 65th Ave.-Capital Hwy. (Portland) Sec.
Multnomah County
Files 53539 & 53550

I request authorization to proceed with the actual acquisition of the above listed properties which are included in the subject project. The areas to be acquired are as outlined in red on the enclosed sketch map and do not require relocation assistance.

The estimated cost of acquiring the properties is $1,500 and authorization to proceed as requested will not require an additional obligation in Federal funds on the project at this time.

CL:pf
Enclosures

cc: J. Boyd
D. Aman
General Files

Form 734-3122

4-1-83 CON 21-4

rll

U. S. DEPARTMENT OF TRANSPORT TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(6) Beau-Hillsdale

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90027

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/1/83

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:

SW 65th Avenue - Capitol Highway (Portland) Section

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 3/24/83 you are authorized to proceed with the actual acquisition of file Nos. 53275 and 53276 at a TEC of $9,600 Federal Funds $8,160 (Appn Code 580) as shown on R/W map 9B-20-21.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

Orig to 4/8

RECEIVED
STATE HWY ENGR
APR 8 '83
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 4/1/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Con 21-4
Beaverton-
Hillsdale
C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 24, 1983

In Reply Refer to
File No.:

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D. E. Swan, P.E., P.L.S.
Program Control Engineer

Subject: Project No. IX-9228(6)
S.W. 65th Ave. - Capital Hwy. (Portland) Sec.
Multnomah County
(Files 53275 & 53276)

I request authorization to proceed with the actual acquisition of the above listed files on the subject project at an estimated cost of $9,600. The properties to be acquired consist of permanent drainage easements as outlined in red on the enclosed sketch map.

No relocation assistance is involved and authorization to proceed as requested will require revisions in financing as follows:

	Appn	Total Cost	Federal Funds	Pro-Rata
Present	580	$ 605,000	$ 514,250	85.0%
Addn'l. Parcels	580	9,600	8,160	85.0%
	Total	$ 614,600	$ 522,410	

CL/blm
Attachment

cc: J. Boyd
E. Mersham
D. Aman
G. Zehner
General Files

Form 734-3122

9922

ROW 8

40 ✓

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. H. Versteeg
Road Design Engineer

DATE: March ~~2~~ 15, 1983

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

J B Boyd

SUBJECT: S.W. 65th Ave. - S.W. Capitol Highway Section
Beaverton-Hillsdale Highway

1 Versteeg ✓
2 Anderson X
Adam.
Olson
Sullivan
Terpin
Tro..
3 Walberg

RECEIVED
MAR 3 1983
ROAD DESIGN SECTION

The Right of Way Section is experiencing considerable problems on the above subject project. It is my opinion that the Right of Way staff should not be involved in engineering problems other than on an occasional basis. In the case of an isolated circumstance on a project that has been overlooked, that we work with and assist in the solution to the problem. Project wide problems such as we are finding on the 65th to S.W. Capitol Highway Section impact proper negotiations with the grantors. The multitude of problems we are finding on this project are engineering problems that must be solved by the Resident Engineer or Design Engineer. The project should be thoroughly gone over and solutions found for problems as they are determined by the Resident Engineer. The Department does not put its best foot forward when during the appraisal or the negotiation process we find that we have not done an adequate job of engineering the project. Please review this project and see if we can minimize problems which Mr. Henry has tabulated on an attached report.

We will discuss this project with Mr. Ed Hardt on our Metro Right-of-Way meeting Thursday, March 3. It may be to our benefit to slow down this project acquisition so that these problems are solved before our contacts with the grantors.

JBB:jr
attachment

cc: Ed Hardt

Hal Versteeg
3/15/83

Discussed w/ Hardt 3/14.
We will send copies engineering data to McClure. Jim will furnish engineer to assist R/W agents in dealing w/ property owners
Jim Adams

cc. J. B. Boyd.
3-15-83
ch

81-125-1397

Rec. 3.3'83

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: March 2, 1983

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: S.W. 65th Avenue - S.W.
Capitol Highway Section
Beaverton-Hillsdale Highway

Right-of-way authorization for this project was received on October 29, 1982. The Region 1 Right of Way Staff has been attempting to acquire the property but due to a lack of adequate engineering information they have had difficulty in appraising and negotiating.

The problems encountered generally concern:

1. Cross sections and preliminary plans are not available in the field.
2. Many improvements are not shown on the right-of-way map.
3. Road approach profiles that have been provided appear to be too steep or the impact on the remaining land appears to be substantial but has not been adequately identified.

Typical examples of the problems are:

File 52782 Station 112+91

The open ditch on this property has been filled by the property owner and the highway plans do not include adequate provisions for drainage.

File 52787 Station 163+25

Improvements not shown on map. Proposed driveway appears to be too steep to match carport floor. The side slopes of the driveway appear to be unsafe but cross sections are not available.

File 52998 Station 163+75

The only access to this property is up a stairway. No provisions have been made to replace stairs. Retaining wall may be required.

File 52805 Station 176+50

The proposed driveway will be too steep. The effect of the side slopes on parking cannot be determined. The impact of proposed driveway on the building cannot be determined.

File 52807 Station 178+00

The proposed driveway into building will not work. Also proposed sidewalk grade is above existing doorway to the building. No provisions for drainage or access to the building have been provided.

File 52808 Station 179+50

Proposed driveway may have impact on building. The side slope of the proposed approach will probably create a hazard. The driveway should probably be widened the full width of the property but this may require a retaining wall.

File 52810-52811 Station 181+00

The proposed driveway appears to be 25% grade. Probably too steep to be safe. The side slopes of the proposed driveway will probably need to be protected to avoid a hazardous condition.

File 52815 Station 191+50

Improvements not shown on right-of-way map. Driveway probably cannot be replaced.

File 52818 Station 194+10

Improvements not shown on right-of-way map. Driveway probably cannot be replaced without raising garage floor. Profile of driveway indicates a 25% grade.

RH:jr

[illegible] 1-10-83 CON 21-4

U. S. DEPARTMENT OF TRANSPORT TION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(6) Beav. - Hillsdale

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90027

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/29/82

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:
SW 65th Ave. - SW Capitol Highway

11. GENERAL DESCRIPTION OF WORK
Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Correction
See below

13. REMARKS

My PR-1240 dated 10/29/82 for the subject project is corrected to include File Nos. 52998 and 52999.

RECEIVED
STATE HWY ENGR
JAN 13 '83
REFER TO Swan
FOR
Info	Inves	R/D	D/R	Sign	Act	File

Orig to 1/13

14. DATE 1/10/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-70)

7722 40

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
S.W. 65th Avenue-Capitol Highway, Beaverton-Hillsdale Highway

REGION
Metro

SURVEY AUTHORITY	AUTHORIZATION NO. 5	PREFIX 26-1914	DATE 1-7-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$190,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT		200	916 PHOTO-GRAMMETRY		2,600	934 GEOLOGY		
903 LOCAL GOVERNMENT		20,000	918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		2,000
905 FINAL DESIGN		40,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN		3,400	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		27,000	923 ENVIRONMENTAL SECTION		800	950 TRAINING		1,800
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		11,000	925 AIR MONITORING			960 PERSONAL LEAVE		600
912 LANDSCAPE			926 FOUNDATION		1,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		11,500	927 FREE BRIDGE DESIGN			985 EEO Monitor		500
914 REGION UTIL-ITY LIAISON		2,500	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 321,100
PREVIOUS AUTHORIZATION		$ 210,700
ADD. AUTH. REQUIRED		$ 110,400

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IX-9228(2)

LOCATION ENGINEER'S REMARKS

Local government (903) expenses have been charged to "pass-through" prefix 426-1932.

1 Versteeg ✓
4 Anderson
2 Adams
4 Macnab
3 Stoudenmeyer
Turpin
4 Trout
9 Wakerlig

RECEIVED
NOV 02 1983
ROAD DESIGN SECTION

9 Lyle

Do Not File ☐
Return To
Bring Up / /
Action

cmc

Bring-Up

PREPARED BY	DATE 1-3-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Wendell E. Schwartz	DATE 10/28/83
RECOMMENDED, REGION ENGINEER X	DATE 1-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-27-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-20-83	

734-1914 (7-82)

9922

Con 21-4
Beaverton-Hillsdale
c

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Minimum Payment Valuation Procedures
OR Project IX-9228(6) SW 65th Capitol Hwy Sec.
Beaverton-Hillsdale Highway
Ref: M. M. Mead ltr (12/1/82)

Date: December 1, 1982

Reply to Attn. of: HRW-OR/

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

As requested by Mr. Mead, we approve the use of the Minimum Payment Valuation procedures on the 29 files identified. The use of these procedures is limited to the conditions set forth in our letter dated December 29, 1981 when the procedures were approved for use on a demonstration basis.

Upon completion of the subject project, please provide us with an analysis of the saving in both time and costs resulting from the use of these procedures as compared to the normal procedures.

John D Wickman
for Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)
OSHD (M. M. Mead, R/W)

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
DEC 2 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

ESH

[illegible]

CON 21-4

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

10 29 82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(6) [illegible]

2. STATE PROJECT NO. See below [illegible]

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90027

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/29/82

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:

SW 65th Ave. - SW Capital Highway

11. GENERAL DESCRIPTION OF WORK

Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 10/21/82 you are authorized to proceed with all phases of right of way acquisition for files 52782 through 52796, 52798 through 52800, 52805 through 52839, and 52848 through 52861 as shown on R/W map 9B-20-20 and 9B-20-21 at a TEC of $605,000 Federal Funds $514,250.

Federal participation is limited to that right of way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
NOV 2 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/2

14. DATE 10/29/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-4
Beaverton-
Hillsdale

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ACC 9-5

Date: October 21, 1982

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
90027	IX-9228(6)	S.W. Capital Hwy.-S.W. 65th Ave. PNRS #OR820119-068-2

CL:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9922

October 25, 1982

Dick Schmidt
State Highway Coordinator
City of Portland
Bureau of Street &
  Structural Engineering
Room 802
1120 SW Fifth Avenue
Portland, Oregon 97204

Dear Mr. Schmidt:

We have submitted a program to the Federal Highway Administration for approval of the Right-of-Way acquisition phase on the S.W. 65th Avenue-SW Capital Hwy. Section of Beaverton-Hillsdale Highway.

The City share of the R/W phase is now due and is computed as follows:

Estimated R/W Cost	$605,000
Less Federal Funds	514,250
CITY SHARE	$ 90,750

Please submit your advance deposit of $90,750 in accordance with one of the three options for payment described on the attached sheet.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Program Control Engineer

GEZ:pf
Attachment

bcc w/AD # 82-82: Jon Rose, Region 1
Steve Green, Metro R/W
Vern Skoog - Please return completed AD # 82-82 when deposit is received.

Rec'd
11-4-82
90,750
L61P

9922

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 21, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Project Data Submission
Item No. 90027
Project No. IX-9228(6)
S.W. 65th Ave.-S.W. Capital Hwy. (Portland) Sec.
Multnomah County

Enclosed is data consisting of PR-1 forms, sketch maps and right-of-way maps 9B-20-20 & 9B-20-21 for the subject project.

I request authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $605,000 with Federal funds of $514,250. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way maps. No relocation assistance is involved.

This request is based on the October 2, 1978 letter to you from the Governor of the State Of Oregon.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bks
Enc.
cc: E. Mershon
J. Boyd
F. Lowe
G. Zehner
General Files

Form 734-3122

6

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

Budget Bureau No.

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

October 21, 1982

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 10, Wash. Co. Line, E. 2.44 mi. 65	ADT	PRESENT 21,000	FUTURE (66) (70) ----	YEAR (71) (72) ----	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Right-of-Way Acquistion 62	NATL. FOREST (63) (65)	FH ROUTE NO. (65) (60) (58)	SURV. AGCY (59)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 IX- 28	NUMB 7 9228

CARD	CLASS OF FEDERAL FUNDS Interstate Transfer Grants	COUNTY NAME Multnomah			
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. U	FEDERAL-AID 9228 (32)	STATE 40 (36) (37)	

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUN City
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"S.W. 65th Ave.-S.W. Captial Hwy. (Portland) Section"	2.44	605,000	(I-80N) 514,250	----	90,
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY C.L.	PROJECT TOTALS	2.44	605,000	514,250	----	90,
1	14	PROGRAM APPROVAL DATES 10-18-78 9-25-81			(16) (23)	(24) (33)		

Prefix: 26-1914

REMARKS
Additional Data see item 90
No. IX-9228(2).

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

October 21, 1982

PROJECT LOCATION (45 typewriter spaces) SR 10, Wash. Co. Line, E. 2.44 mi.	ADT	PRESENT 21,000	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 580

ITEM NO. 90027

OPOSED WORK (35 typewriter y Acquistion	NATL. FOREST	FH ROUTE NO.	SURV. AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	

PROJECT NUMBER

PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
IX-	9228	(6)		

FUNDS: Interstate Transfer Grants

COUNTY NAME: Multnomah — CODE 051

EA: Portland

ROUTE NO. U — FEDERAL-AID 9228 — STATE 40 — U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS City	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"S.W. 65th Ave.-S.W. Captial Hwy. (Portland) Section"	2.44	605,000	(I-80N) 514,250	----	90,750	
CONST (CODE)								ROW-80' min.; Access Control-none Parking Restrictions-complete.
ED BY C.L.		PROJECT TOTALS	2.44	605,000	514,250	----	90,750	

M APPROVAL DATES
10-18-78
9-25-81

914

REMARKS
Additional Data see item 90027 Project No. IX-9228(2).

-over

USCOMM DUSCOMM-DC 48905-P61

S.W. 65th Ave.-S.W. Capital Hwy. (Portland) Section
Project No. IX-9228(6)

Project Data: Work consists of right-of-way acquisition all phases as required for the future construction of left turn lanes, installation and revisions to traffic signals, transit waiting areas & shelters, walks, etc.

Note: 1) This project is in Congressional District No. 1.
2) Included in FY '83 TIP/AE on page 44, item No. 58.
3) No relocation assistance involved.

9722

40

ROAD DESIGN SECTION 378-6558

DES 16

E. L. Hardt
Region 1 Engineer, PORTLAND

June 18, 1982

W. H. Wakerlig
Right of Way Descriptions Supervisor

S.W. 65th Ave.-S.W. Capitol Hwy. Section
Beaverton-Hillsdale Highway
Multnomah County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 18 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up
Action

We are forwarding herewith a reproducible map covering the subject survey for your verification, narrative, professional seal, signature and submittal to the county per ORS 209.250.

The narrative shall explain the purpose of the survey, the basis on which lines were established and which found monuments and deed elements controlled the lines established or reestablished.

If, the narrative is a separate document, the narrative and the map should be referenced to each other and the narrative should contain additional information as follows:

1. Location of survey by ¼ Section, Donation Land Claim, Township and Range.
2. Date of Survey.
3. Surveyor's Seal.
4. Surveyor's business name and address.

By:

Arthur L. Dean
Sr. Design Draftsman

ALD:rlr
Attachment

9922

40 N

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 7-6

TO: J. H. Versteeg
Road Design Engineer

DATE: February 19, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: SW 65th Avenue-Capitol Highway Section
Beaverton-Hillsdale Highway
Multnomah County

1 Versteeg ✓
Anderson
Adams
2 Olson [illegible]
Sullivan
Terpin
Trout
Wakerlig
RW.7

RECEIVED
FEB 23 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

The installation of traffic signals as part of this project will require two five foot by five foot easements outside of the proposed right of way for the installation of mast arm poles. Both easements are at the intersection of 56th Avenue and the Beaverton-Hillsdale Highway and the required easements are:

Station 106+00 to 106+05 - 5 feet left (south)
Station 106+38 to 106+45 - 5 feet left (south)

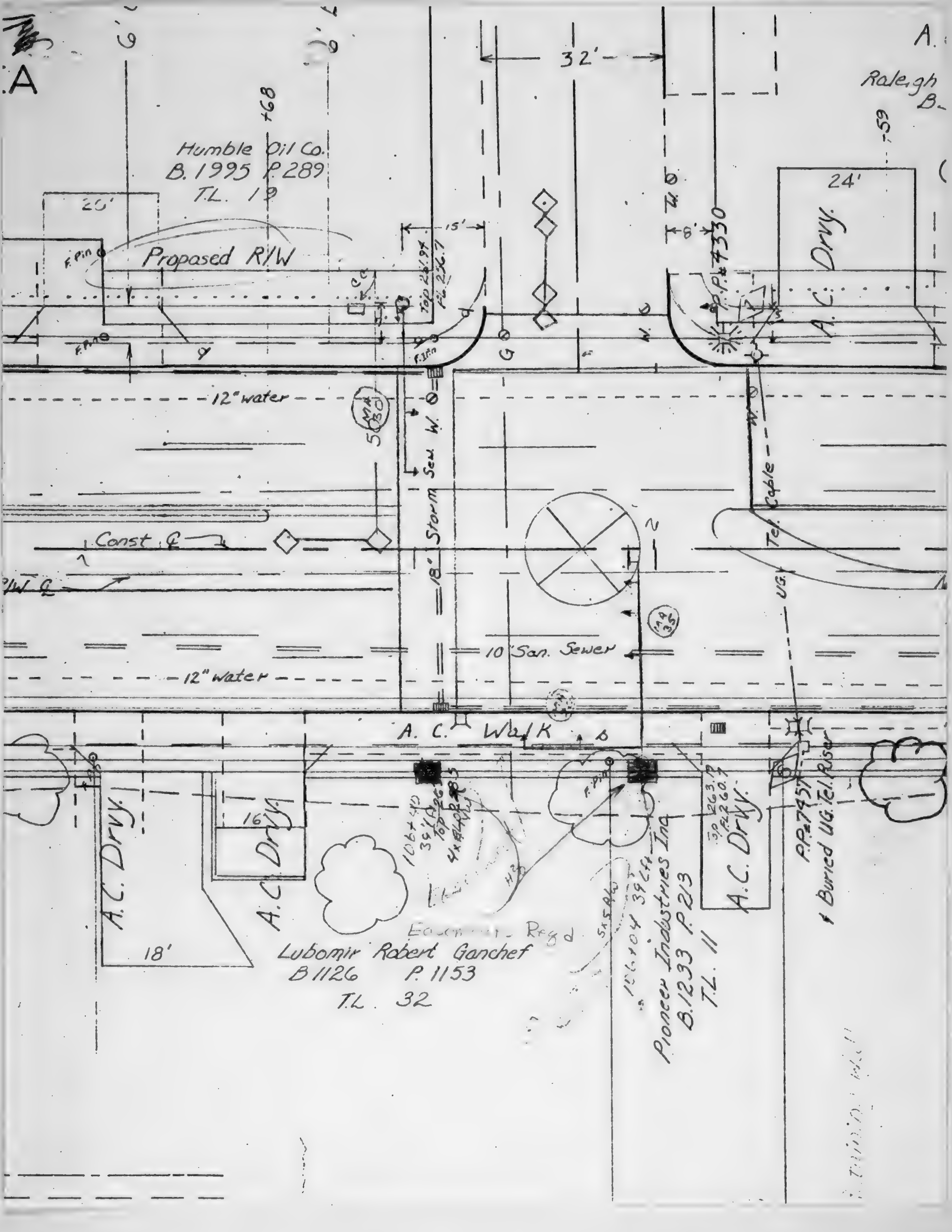
The attached drawing shows the location of the easements.

L. E. George

L. E. GEORGE - TRAFFIC ENGINEER

SRW:ds
Attachment

cc: W. H. Wakerlig

A
A.
Raleigh
B.
+68
-59
Humble Oil Co.
B. 1995 P. 289
T.L. 19
20'
24'
32'
15'
8'
Propased R/W
F. Pin
Top 261.9
Fl. 256.7
P.P. #7330
A. C. Drvy.
W.
G
12" water
Const. ℄
R/W ℄
18' Storm Sew.
W.
50
MH 30
MH 35
10" San. Sewer
Tel. Cable
U.G.
A. C. Walk
A. C. Drvy.
16'
18'
Lubomir Robert Ganchef
B 1126 P. 1153
T.L. 32
Easements Reqd
Pioneer Industries Inc
B. 1233 P. 213
T.L. 11
Top 263.9
Fl. 260.7
P.P. #7457
Buried UG. Tel. Riser
106+40
39' Lt.
5x5 R/W

CON 21-4
[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H.S. COULTER

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: S.W. Capitol Hwy-65th Avenue

DATE: 2/16-82

The State has reviewed your project and reached the following conclusions:

☐ xxx No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
FEB 17 '82
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Attachment

cc: Dale E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(M)Engr.: R.N. Bothman
Reg.(1)Engr.: E.L. Hardt
Dis.(2)Engr.: W.W. Geibel

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

OR 820119-068-2

This number should be used on all correspondence and particularly on SF 424 as required by OMB A-95.

1-18-82

BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JAN 21 1982
DIVISION OF STATE LANDS

JAN 22

PNRS STATE REVIEW

Project #: [illegible] 2

Return Date: FEB 12 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By C.H.

Phone Number 8-5059

9922 40 N

VICTOR ATIYEH
GOVERNOR

Oregon State Highway Division
TRANSPORTATION BUILDING, SALEM, OREGON 97310

ROOM 108
Telephone 378-6303
Toll Free 229-5700
Extention 8-6303

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
FEB 05 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring
Action

February 4, 1982

S.W. 6th Avenue-S.W. Capital Highway
Beaverton-Hillsdale Highway
Multnomah County
Prefix No. 26-1914

Transamerica Title Insurance Company
P. O. Box 16016
Portland, Oregon 97216

Attention Karren Hanson

So that our Description Engineers may complete work on the above section, please send us copies of current vesting deeds and latest recorded contracts, is any, for parcels shown colored in red on the enclosed 10 map portions. Map numbers are in red in upper right-hand corner. Copies should be clear, legible and unabbreviated with recording information shown and copies numbered to correspond with the list.

All correspondence and any billing for this service should bear Prefix No. 26-1914, so we may identify.

If, for any reason, you cannot complete this request within 7 days of receipt of this letter, please phone me at the number set forth above.

Also, please phone me should you have any questions or need more information regarding this project. Thank you.

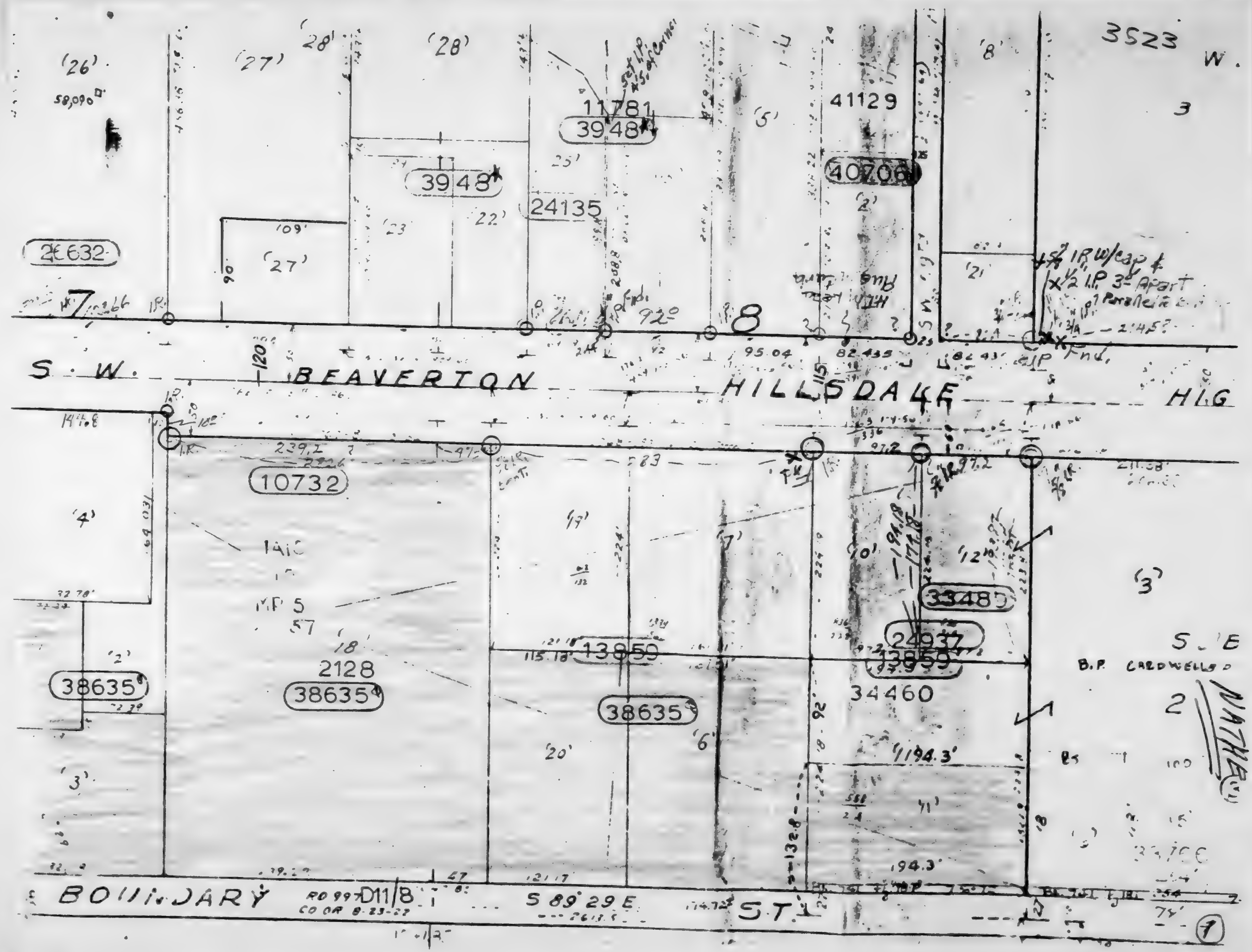
Very truly yours,

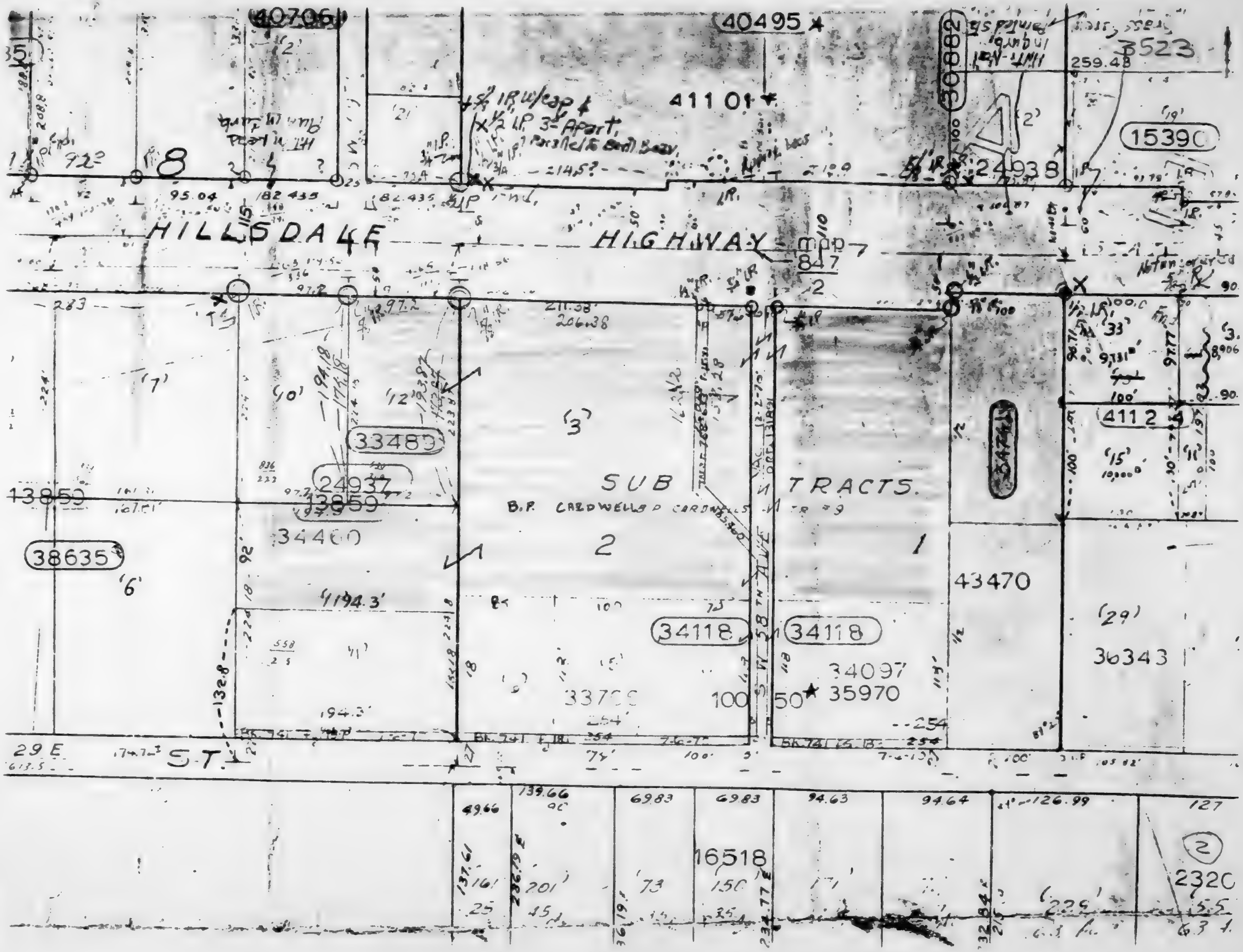
MLM

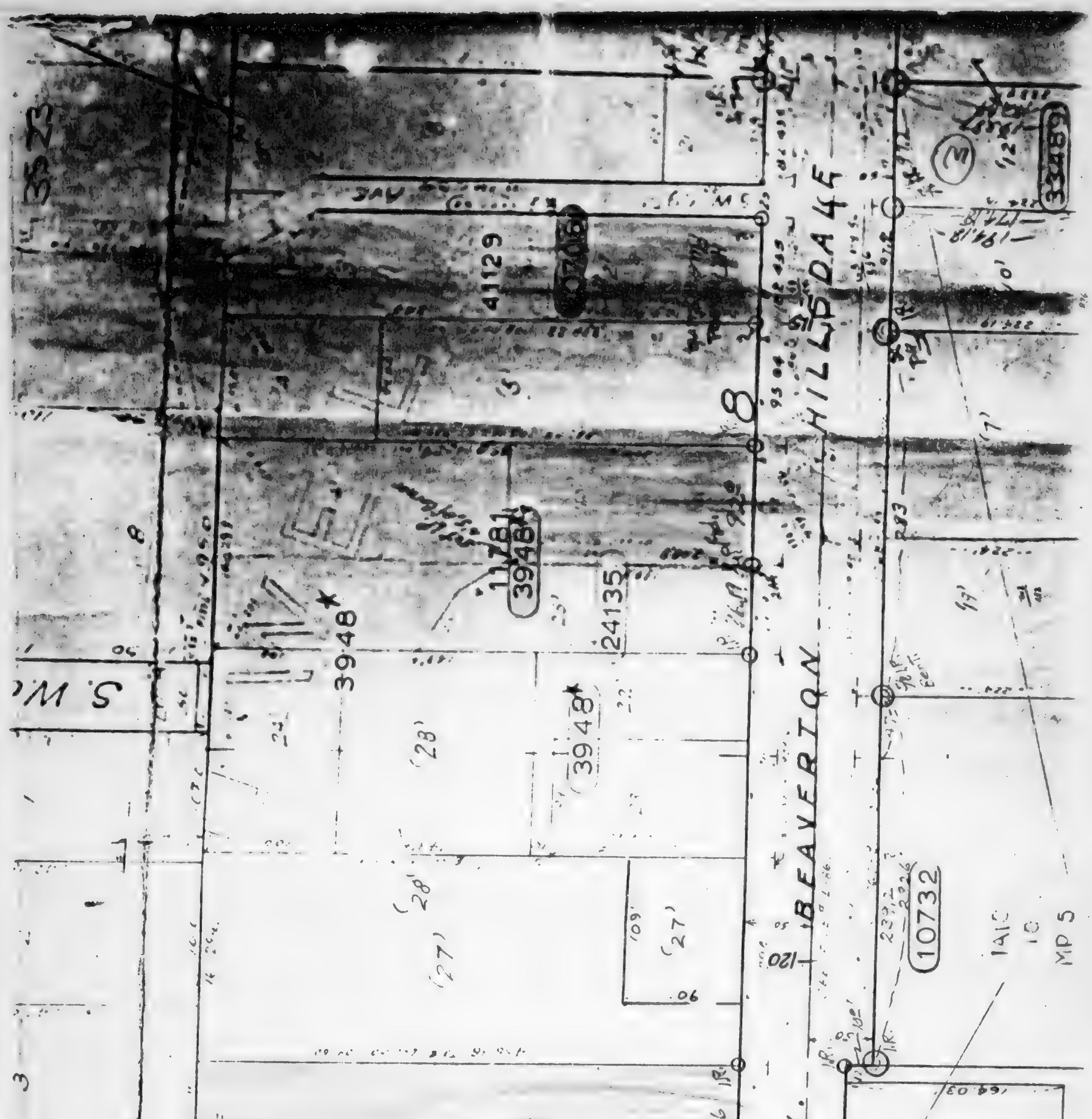
MARY L. MILLER
Title Examiner

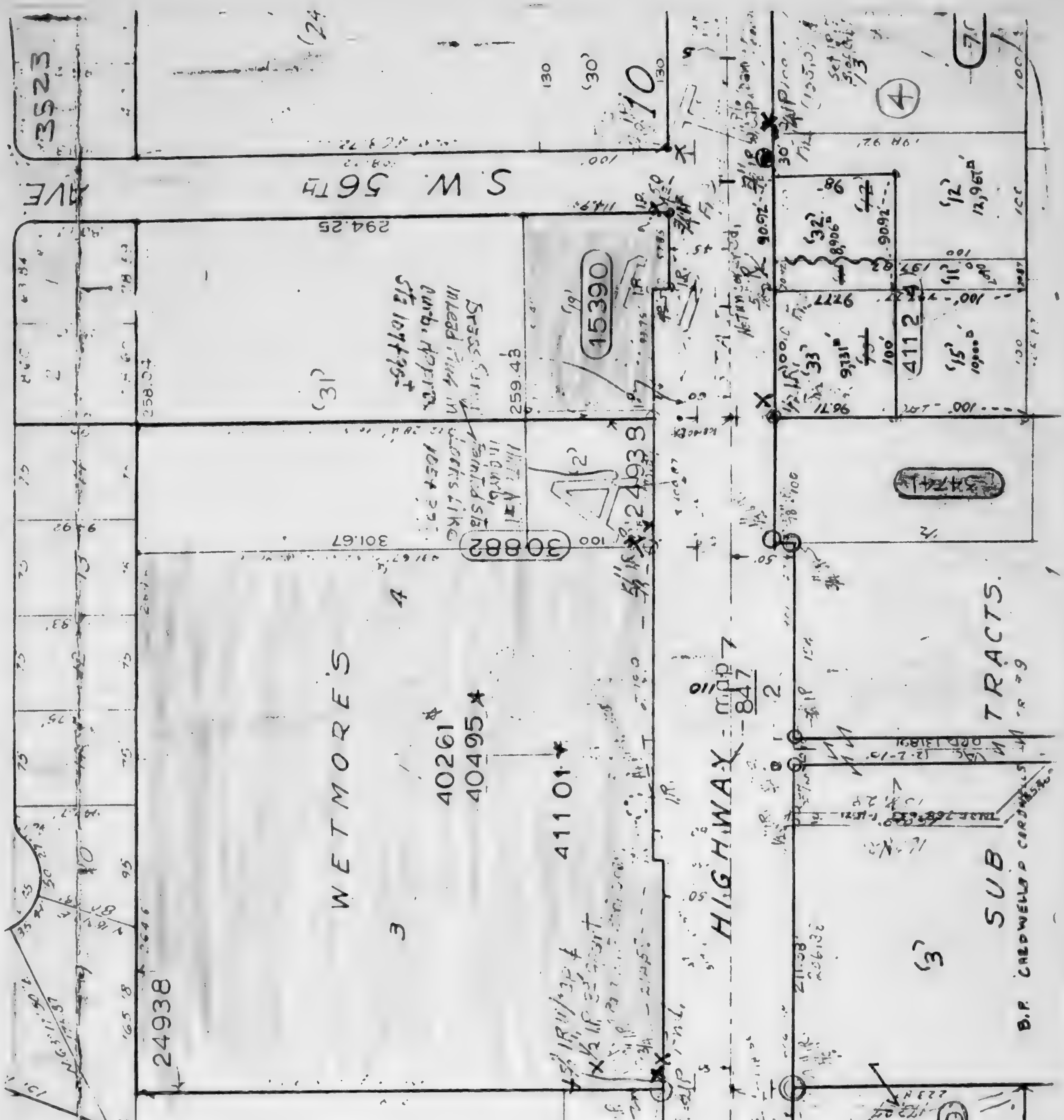
MLM:bb
Encls.

cc: Richard Nathe ✓

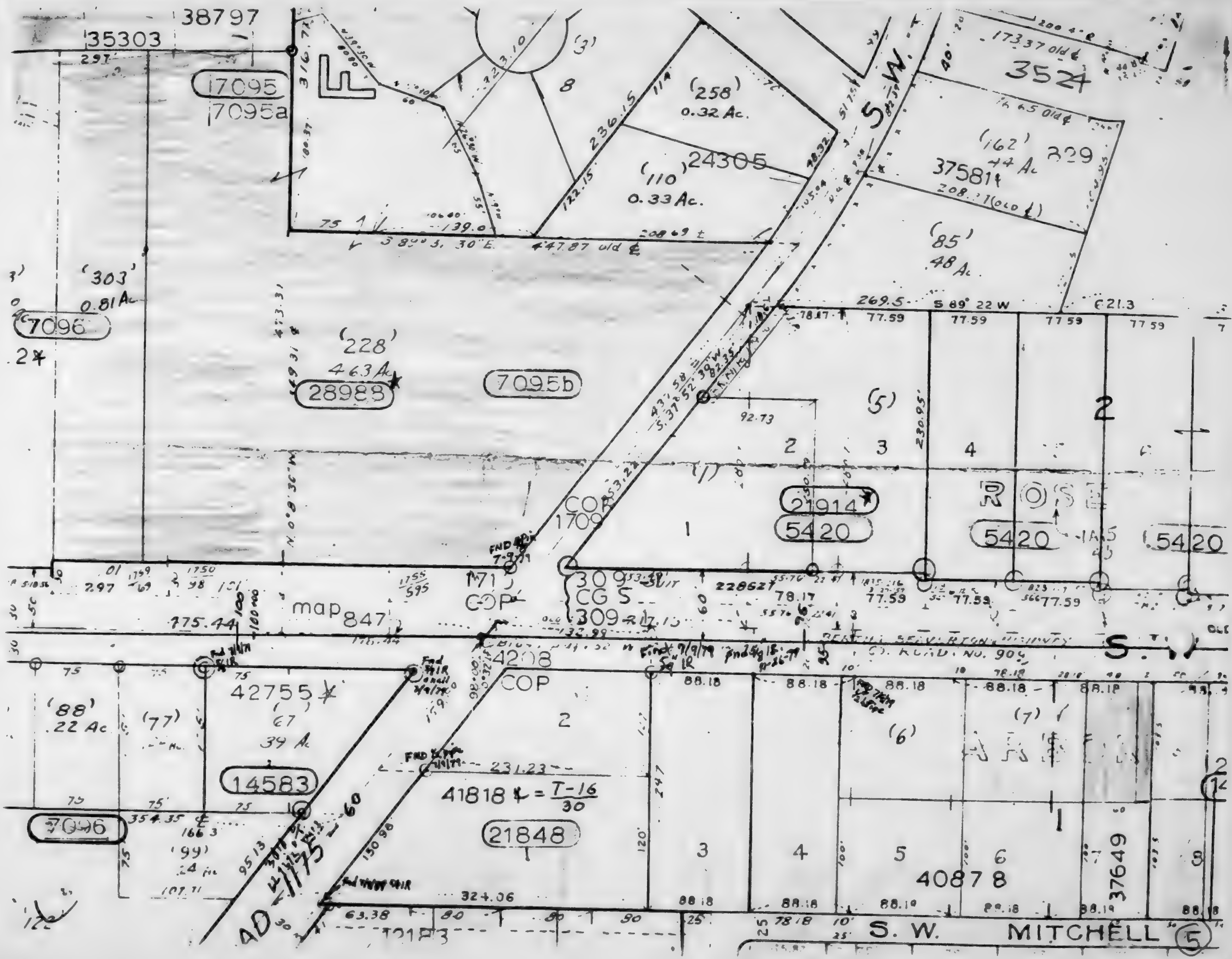
3523 W.
3
'26'
58,090□'
'27'
'28'
'28'
11781
3948
3948
'25'
'23'
'22'
24135
'5'
41129
40706
'2'
'8'
'21'
26632
'27'
109'
90
7
8
92°
4⅝ 1 IR w/cap & ½ I.P. 3" apart
1 Parallel
I.P. Fnd.
95.04
82.435
120
S. W. BEAVERTON HILLSDALE HIG
239.1
10732
'4'
'2'
38635
'3'
18
2128
38635
'20'
13859
38635
'6'
'7'
'10'
194.8
174.8
'12'
33489
24937
13859
34460
'3'
S. E
B.P. CARDWELL D
2
NATHE
194.3'
194.3
132.8
BOUNDARY ST.
RD 997 D11/8
CO OR 8-23-27
S 89 29 E
74'
1

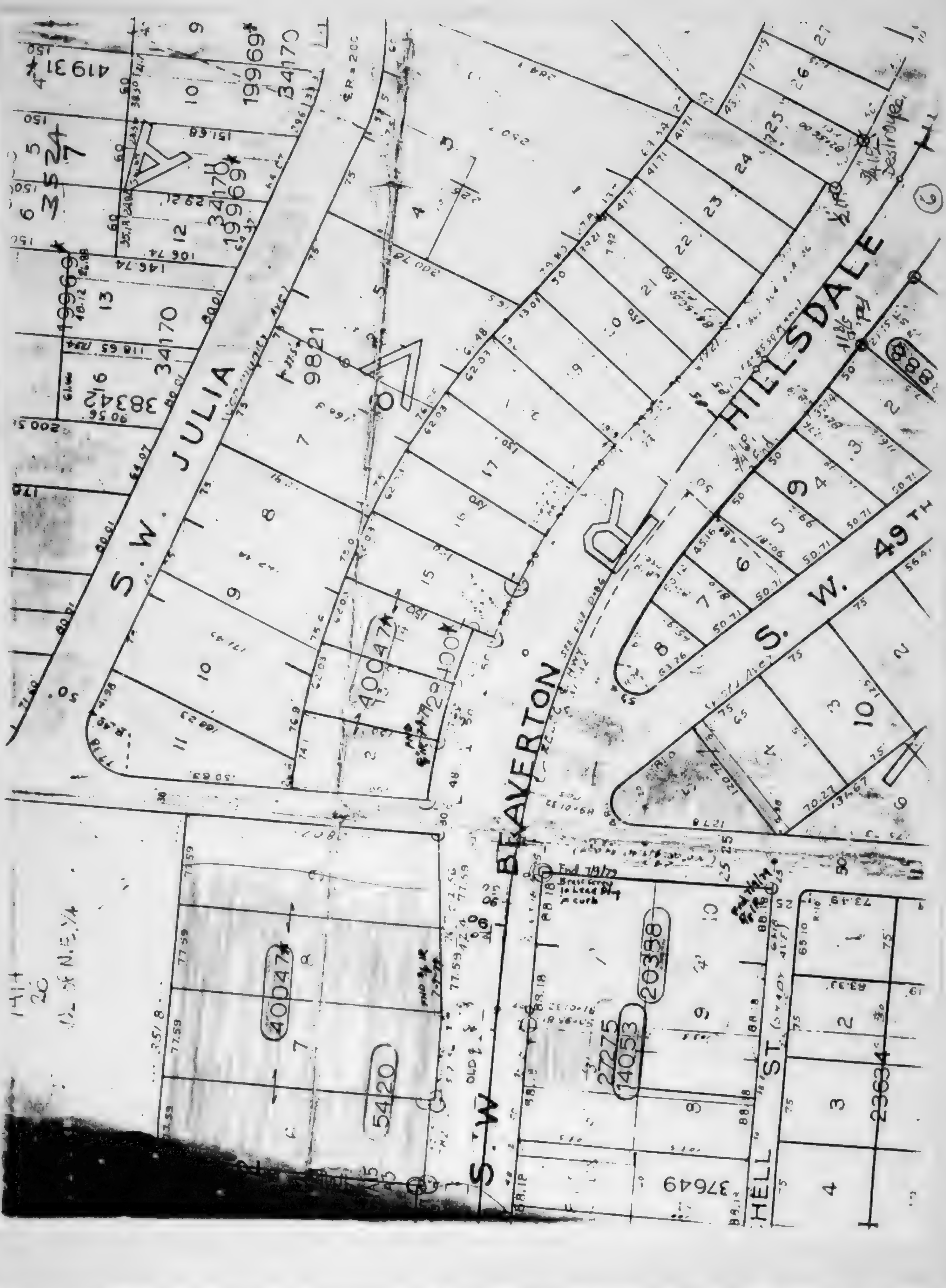

HILLSDALE HIGHWAY
map 847
SUB TRACTS.
B.P. CARDWELLS D CARDWELLS
S.W. 58TH AVE
29 E. ST.
40706
40495 ★
41101 ★
30882
3523
15390
24938
4112
34741
43470
36343
34118
34118
34097
35970
33709
33489
24937
13859
13859
34460
38635
16518
2320
8
4½ IR W/cap & ½ I.P. 3" Apart, Parallel to East Bdy.
259.48
95.04
182.435
182.435
211.38
206.38
194.3'
194.3
132.8
92°
283
139.66
69.83
69.83
94.63
94.64
126.99
127
137.61
236.19
234.77
'1'
'10'
'12'
'3'
2
1
'6'
'29'
'15'
'2'
'73'
'201'
'161'
'229'

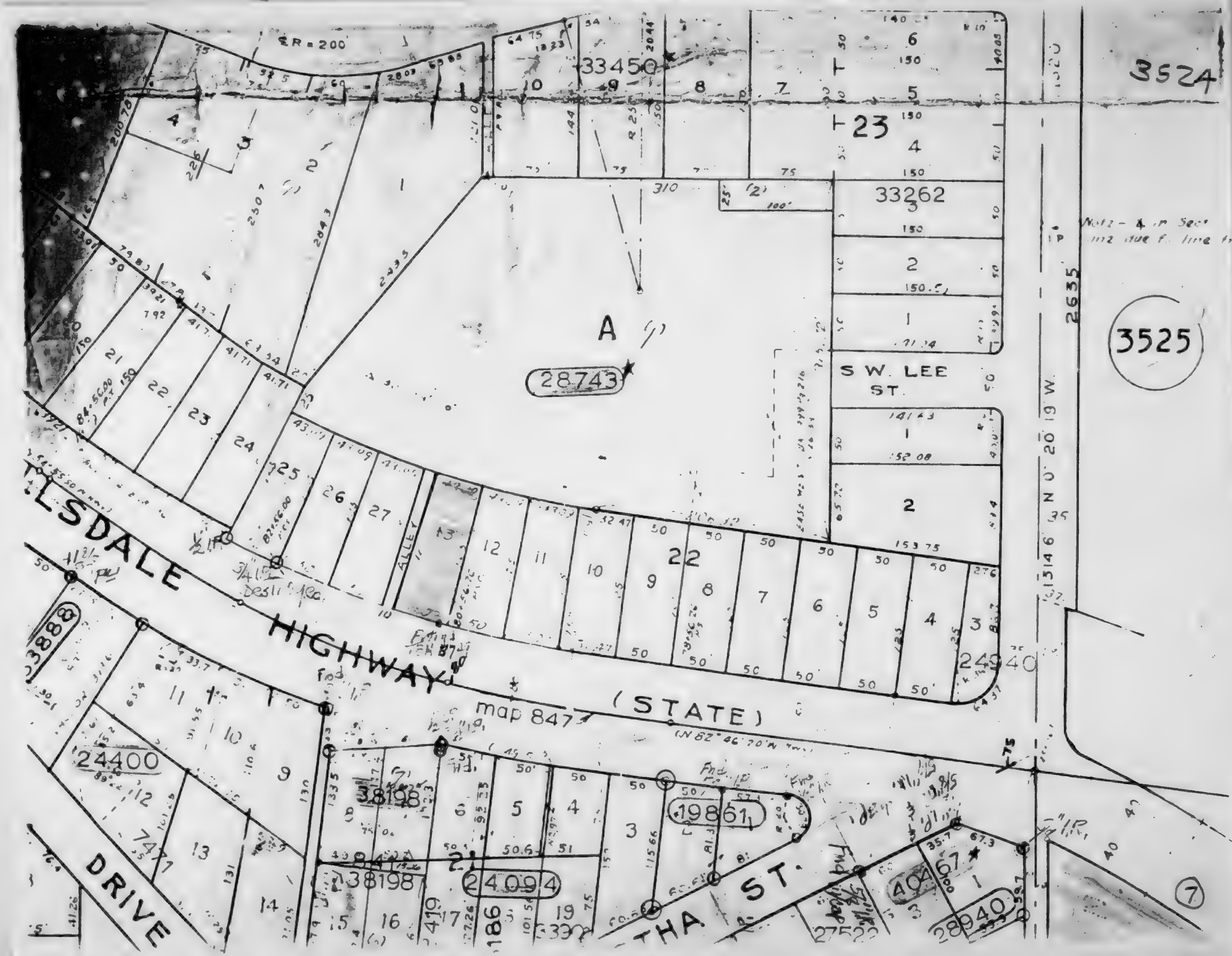

S.W. BEAVERTON HILLSDALE
3348
41129
10706
11781
3948
39.48
24135
3948
28
27
28
27
10732
1A10
1C
MP5
26
26
58,090
26632
309
847
236
0.68Ac
4
3
8
7
S. W.

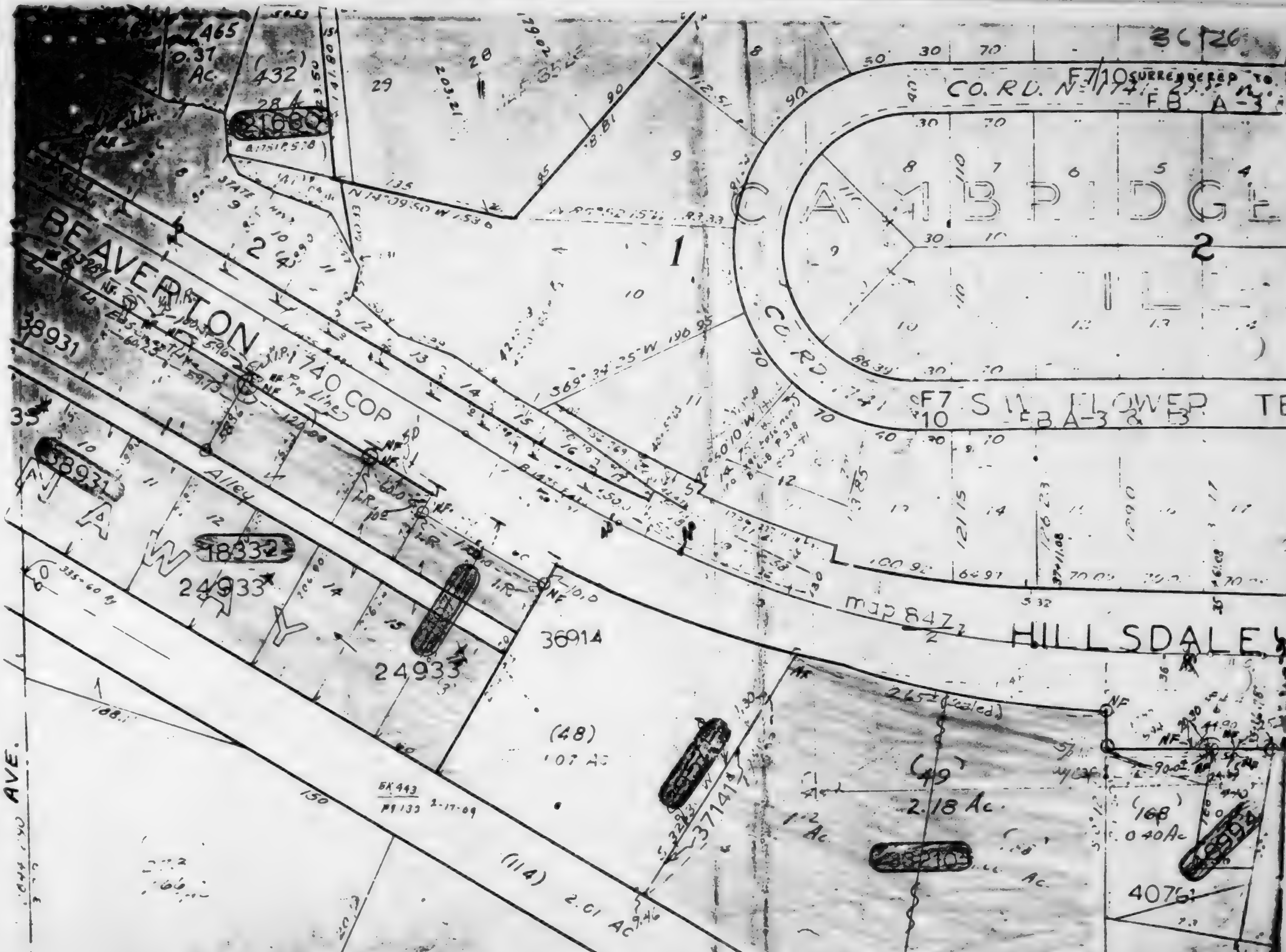


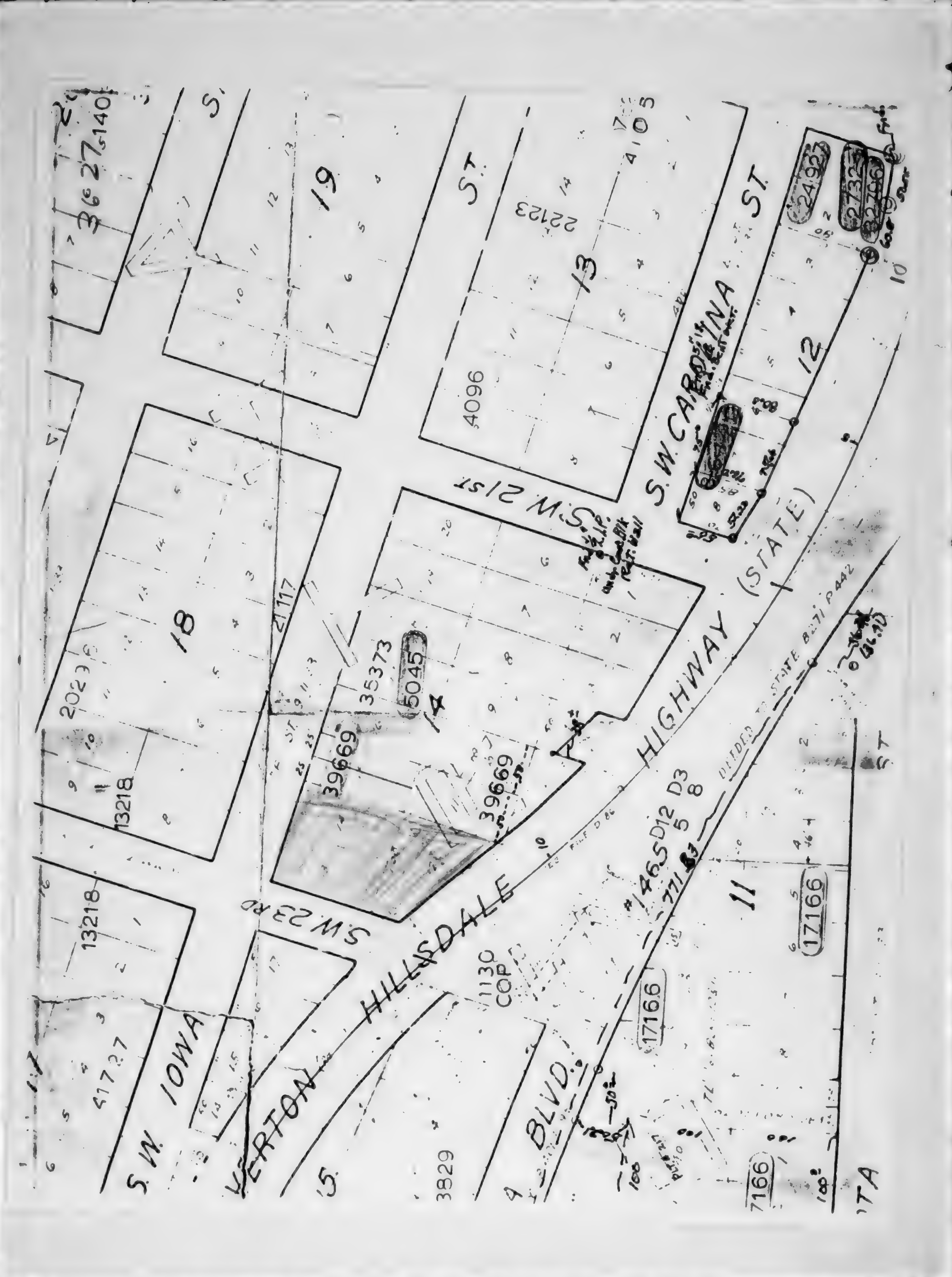
3523
S.W. 56TH AVE
10
15390
30882
24938
WETMORE'S
40261
40495
41101
HIGHWAY 847 2
SUB TRACTS
B.P. CROWELL'D CARDENS
34741
4112
33489
41129
40706
DAKE
294.25
259.43
301.67
258.04


38797
35303
17095
17095a
3524
17337 old ℄
(258)
0.32 Ac.
(110) 24305
0.33 Ac.
236.15
122.15
(162)
.44 Ac
329
37581
208.1 (old ℄)
(85)
.48 Ac
447.87 old ℄
S 89° 3' 30" E
139.0
S. W.
(303)
0.81 Ac
7096
2*
(228)
4.63 Ac
28988
7095b
N 0° 8' 30" W
269.5
S 89° 22 W
621.3
77.59
78.17
92.73
230.95'
(5)
2
3
4
2
(1)
1
21914
5420
R O S E
5420
5420
COR 1709
FND IP 7-9-79
1710
COP
309
CG S
309
228627
map 847
775.44
S. W.
CO. ROAD NO. 909
4208
COP
42755
(67)
.39 Ac
(88)
.22 Ac
(77)
14583
7096
354.35
(99)
.24 Ac
2
231.23
41818 ℄ = T-16/30
21848
324.06
63.38
88.18
(6)
(7)
3
4
5
6
7
8
1
40878
37649
S. W. MITCHELL
(5)
AD 1175
60
30


S.W. JULIA
S.W. HILLSDALE
S.W. BEAVERTON
S.W. 49TH
HELL ST
41931
19969
34170
38342
9821
40047
22400
5420
20398
27275
14053
37649
23634
888
Fnd 7/9/79 Brass Screw in Lead Plug in curb
Destroyed
1414
2C
N.E. 1/4
⑥


3524
3525
2635
1314.6 N 0° 20' 19" W.
S.W. LEE ST.
33450
33262
23
A
28743
22
24940
ALLEY
LSDALE HIGHWAY (STATE)
map 847
(N 82° 46' 20" W)
38888
24400
38198
19861
24094
40467
28940
27522
THA ST.
DRIVE
R = 200
Note - 4 in Sec
line due to line
⑦


36126
CO. RD. No. 1747 F7/10 SURRENDERED TO
F.B. A-3
CAMBRIDGE
2
1
CO. RD. 1741
F7 S 10 F.B. A-3 & B
SUNFLOWER TE
HILLSDALE
map 847 1/2
BEAVERTON
1740 COP
Alley
WAY
24933
24933
36914
(48)
1.07 Ac
37141
(49)
2.18 Ac
265 (scaled)
(168)
0.40 Ac
40761
(114)
2.01 Ac
BK 443
PG 133 2-17-09
150
7465
0.37 Ac.
432
28
29
203.21
N 14°09'50" W 153.0
S 69°34'25" W 190.95
8
9
10
12
13
14
15
38931
38931
AVE.
12503



S.W. IOWA
S.W. 23RD
HILLSDALE
HIGHWAY
(STATE)
BLVD.
S.W. CAROLINA ST.
S.W. 21ST
ST.
S.
ERTON
TA
ST
18
19
13
12
14
11
15
4
10
3627
5140
4105
22123
4096
2023
13218
13218
17727
3829
1130
COP
21117
35373
5045
39669
39669
1465 D12 D3
5 8
771 83
DEEDED TO STATE B.71 P.442
17166
17166
17166
7166
24923
27322
32796

(2) 9932

CON 21-4
[illegible]
Hillsdale

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO

January 18, 1982

TO: Executive Department
Federal Aid Coordination Unit

Metropolitan Service District (MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, Oregon 97201

DE Swan

FROM: D. E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2'
Section: S.W. Capitol Hwy.-65th Ave.
Highway: Beaverton-Hillsdale Hwy.
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be February 22, 1982.

BLG:bke
Attachments
cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg(3)
Gary Potter

W.J. Hart
Reg. M-1 Engr.: R.N. Bothman/E.L. Hardt
Dis. 2 Engr.: W.W. Geibel
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
JAN 19 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: Transportation Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D.E. Swan — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: S.W. Capitol Hwy.-65th Ave.

11 12] PROJECT LOCATION—CITY: Beaverton-Hilldale Hwy. — PROJECT LOCATION—COUNTY: Multnomah — PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 The project will install three new signals, remodel two existing signals,

06 12] provide sidewalks and left-turn refuges in certain high-need areas, and construct [71

07 12] a shoulder bike lane on both sides of the roadway. Bus-stop pads and shelters [71

08 12] are also included at select locations. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,393,000	----	----	246,000		1,639,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: January 18, 1982

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Feb. — 43] DAY [44: 22 — 45] YEAR [46: 1982

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Jan. 18, 1982

VI. If project includes state funds (12C), identify agency --------

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

Ix-9228(2)

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

A. Project Identification:

Date January 13, 1982
Section S.W. Capitol Highway-65th Avenue
City Portland Hwy. No. 10
Highway Beaverton-Hillsdale
Begin M.P. Length 2.44
County Multnomah
Program Estimate $1,639,000
Region I - Metro
Funding Source FAIX

B. Purpose, Need, and Description of Project (Describe Alternatives):

The purpose of the project is to improve pedestrian and bicycle safety, improve pedestrian access to transit, and to reduce vehicle conflict at major intersections. The project section has been identified by the City Traffic Bureau and a local neighborhood association as having severe pedestrian safety and vehicular access problems. To remedy these problems, the project will install three new signals, remodel two existing signals, provide sidewalks and left-turn refuges in certain high-need areas, and construct a shoulder bike lane on both sides of the roadway. Bus-stop pads and shelters are also included at select locations.

C. Recommended Project Classification:

Project Class		Documentation
	I	Draft and Final EIS
XX	II	Categorical Exclusion
	III	Environmental Assessment

Other Documentation

- ___ Wetlands Finding/Analysis
- ___ Endangered Species List
- ___ Biologic Assessment
- X Cultural Resources Survey
- ___ Section 106 Procedures
- ___ Section 4(f) Evaluation
- X Noise Study Report
- X Indirect Source Construction Permit

Basis for Recommended Classification:

This is a "TSM" type project providing positive impacts in access and safety with minimal disruption to adjacent uses.

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	4	4
Median (Yes/No)	No	Yes (turning)
Shoulders (Yes/No, Paved/Gravel)	Yes	Yes (bicycle)
Average Daily Traffic (Volume and Year)	22,000	28,500
Alignment (New, Combined, Existing)	existing	existing
Speeds (Posted and Estimated)		

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	1.7 acres right-of-way and easements
Estimated Number of Parcels	70
Residential Relocation (No.)	none
Business Relocation (No.)	none

Describe:

Narrow strips averaging less than six feet in width will be required from abutting properties.

2. Estimated Impact on Land Use:

Adjacent land use is not expected to change as a result of the project.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

Improved safety and access for pedestrians, bicycles, and motorized vehicles.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

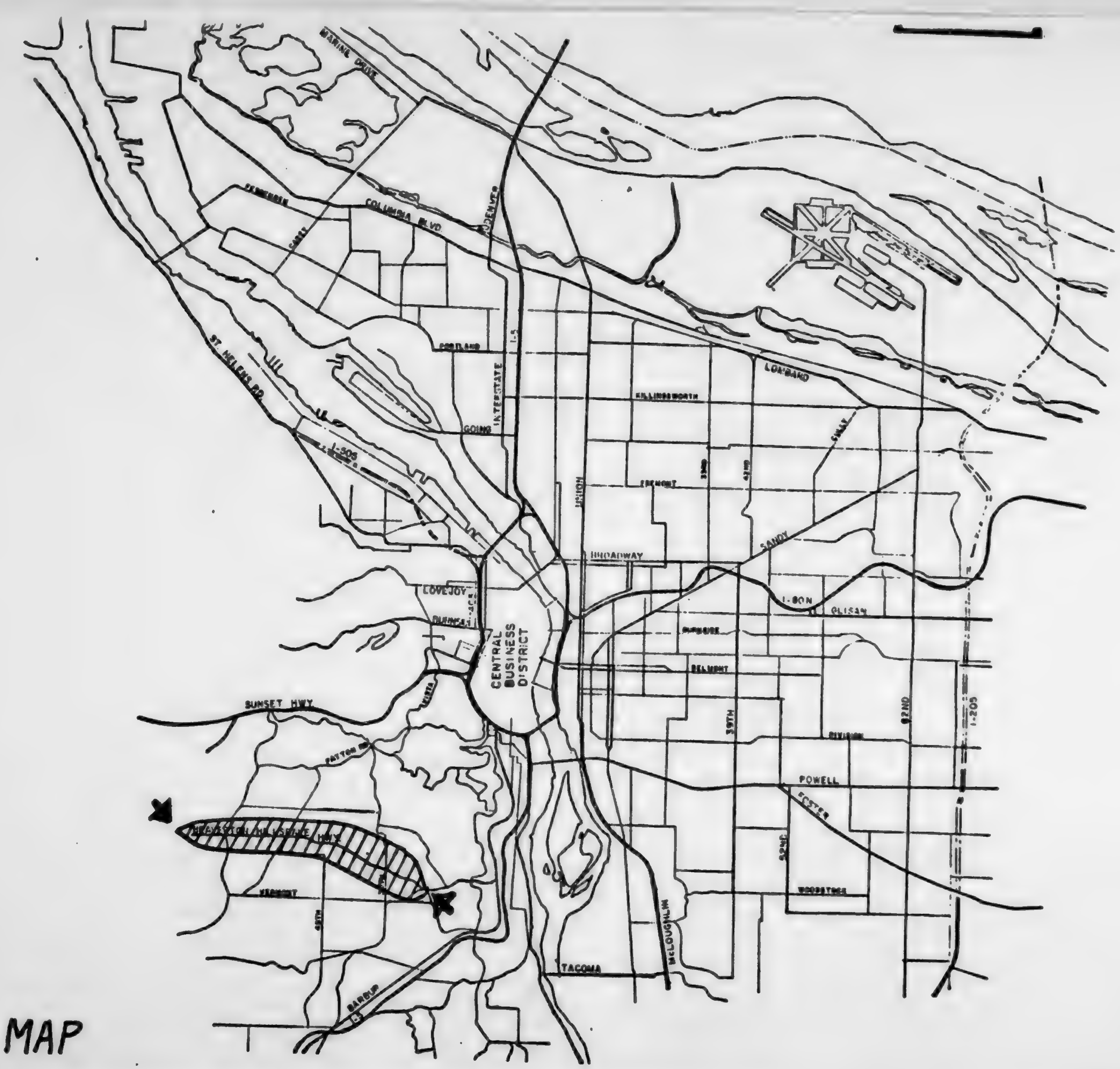
None.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

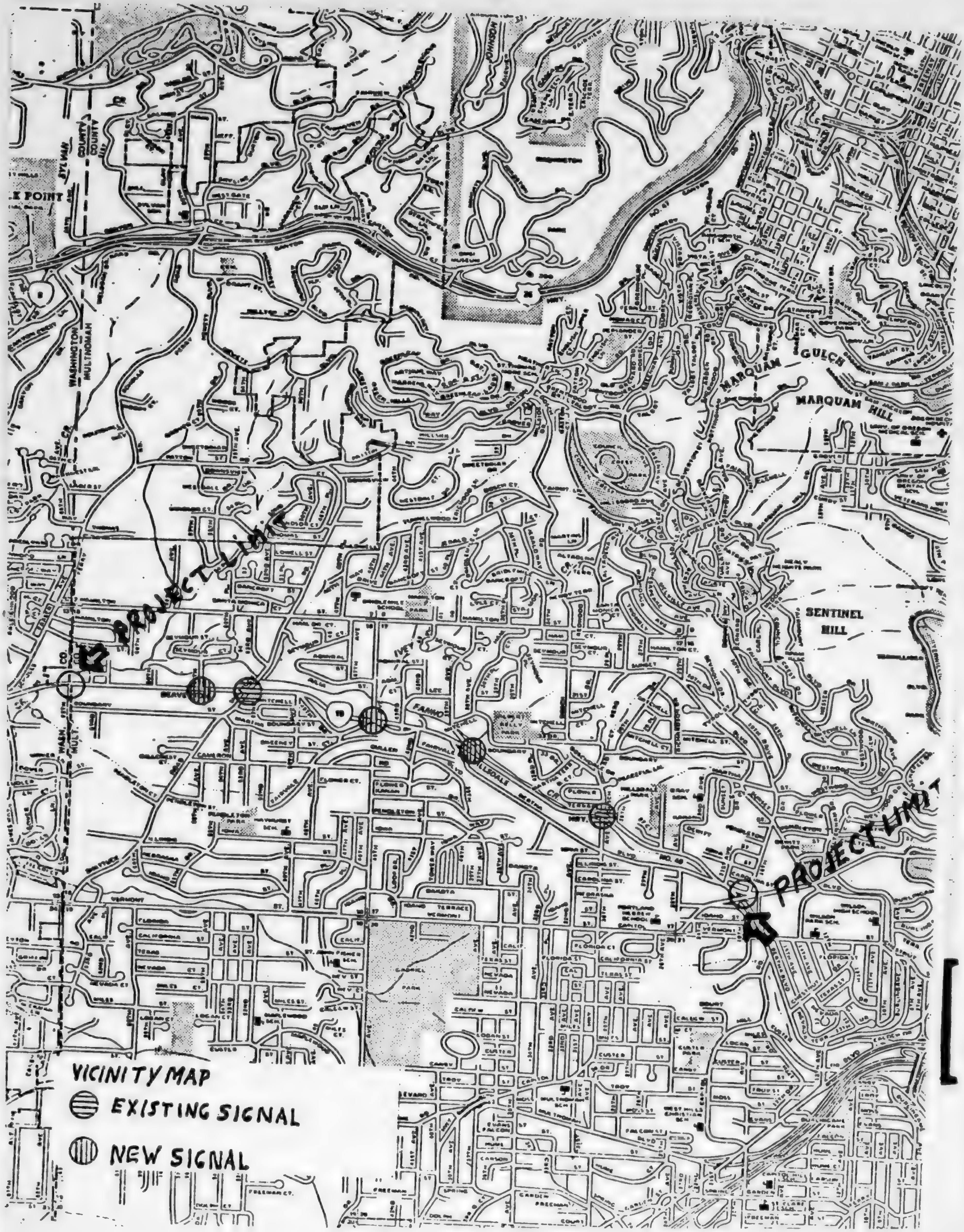
None identified.

Name of Preparer and Phone Number: Jef Kaiser 238-7439

(Attach Project Location Map)


MARINE DRIVE
FESSENDEN
COLUMBIA BLVD.
CAREY
DENVER
ST. HELENS RD.
PORTLAND
INTERSTATE
I-5
GOING
I-505
LOMBARD
KILLINGSWORTH
CULLY
FREMONT
33RD
42ND
UNION
BROADWAY
SANDY
LOVEJOY
BURNSIDE
CENTRAL BUSINESS DISTRICT
I-80N
GLISAN
BURNSIDE
BELMONT
39TH
82ND
I-205
DIVISION
SUNSET HWY
VISTA
PATTON RD
POWELL
FOSTER
BEAVERTON HILLSDALE HWY
VERMONT
45TH
52ND
WOODSTOCK
McLOUGHLIN
TACOMA
BARBUR

VICINITY MAP


PROJECT LIMIT
PROJECT LIMIT
MARQUAM GULCH
MARQUAM HILL
SENTINEL HILL
WASHINGTON
MULTNOMAH
COUNTY
COUNTY
JOHNSON
FLORIDA
VERMONT
CALIFORNIA
NEVADA
CUSTER
DAKOTA
PARK
▤ EXISTING SIGNAL
▥ NEW SIGNAL

VICINITY MAP

Berg

RECEIVED
JAN 14 82
PROJECT MANAGEMENT SECTION

OREGON STATE HIGHWAY DIVISION
S.W. 65th Avenue - Capitol Highway
Beaverton - Hillsdale Highway
City of Portland
Multnomah County
Prefix 26-1914
By E.C. Purdy, Project Location Manager
December 10, 1981

Addendum to December 3 Narrative Report

Additions, Changes, and Explanations

The Metro Project Review meeting was held on December 4, 1981 with appropriate staff persons attending. Also, a utility informational meeting was held on December 3, 1981. The following is a summary of items discussed and the resolutions agreed to as a result of these two meetings:

Design

Determine the design and right-of-way required for a sidewalk in front of Wendy's (on the south and just east of Shattuck Road). The design and cost estimate were submitted to the City for their approval. The sidewalk has been shown on the map but not added to the estimate. Also, the retaining wall planned between sta. 9+25 and 7+50 (south) can be changed to gabions.

Construction

Special provisions regarding the construction of concrete retaining walls in cut areas to be written to limit the length of wall and the period of time the excavation is to be left open. This is to apply where there is a close proximity to improvements. Also, when excavating for gabions, it will be necessary to replace any weak areas with suitable material, to allow for one-half inch thick blanket material, to allow for bottom half of gabion to be below fill slope, and to use plastic covered wire mesh in gabion basket construction.

Right-of-Way

The proposed right-of-way and easements were reviewed and the changes and information are as follows:

Station 127+50 - 126+81 (north) easement width reduced from 10 feet to 5 feet.

Station 126 to 121 (south). The status of the easement (temporary or permanent) to be determined by utility requirements.

Station 125+50 to 54th Avenue (north). Temporary slope construction easement is needed in this area due to the height of fill (2 to 4 feet) and the difficulties of constructing from the roadway. The new toe of slope is on or near the existing right-of-way.

Station 109 to 102+50 (south). Right-of-way is planned at 2 feet back of proposed retaining wall footing. The wall is in a cut section area abutting landscaped property. The space between wall and right-of-way (three and one-half feet) can be used for utility relocations. Right-of-way can be changed to permanent easement, however, an additional line delineating the right-of-way line at back of wall would be necessary for no apparent reason. Station 102+50 to Shattuck (south). Easement at 41 feet from centerline for construction and slopes can be designated as permanent when the utility companies make a firm commitment regarding pole, meters, etc., relocation.

Station 48 tO 96+51 (south). Changed right-of-way to 44 feet and permanent easement to 50. This is the location where a sidewalk in front of Wendy's is suggested.

Station 96+50 to 89+70 (south), and 82+00 to 45th Avenue (north) and 72+65 to 69+00 (north). Changed temporary easements to permanent to include utilities. Also, separate maps (mylar prints of the detail map) were prepared showing the right-of-way and easement requirements due to the utility and proposed construction clutter.

Traffic

Signal designs for all proposed signals were prepared by Region

Traffic Unit and shown on sepia prints of the mylar base (vicinity) maps. The traffic signal design was not traced onto the base maps and the sepia's are to be used for the final design. The City was furnished with a print of each signal design for their review and comment and their response is within the submitted data.

Further investigation by Metro Traffic Unit is underway regarding traffic movements at the 45th Avenue signal, expecially on the south side; at 56th Avenue, if a signal is warranted, due to its close proximity to Shattuck Road; and the warrants for the signal at Bertha Boulevard/Court relocated intersection. It is anticipated that the final traffic report, addressing the above matters, will be submitted after project reaches Salem.

Construction/Traffic

The handling of traffic during construction will not be difficult due to the minor width of widening to be done. One lane width, or less, closures are all that are needed for drainage, grading and paving. No special provision needs to be considered.

Utilities

In addition to the remarks made in the narrative of December 3, the companies whose utilities are involved within the project have had the opportunity to review the proposal and it is anticipated that their response will be through Metro Utility Engineer who should be contacted regarding utility situations.

po

OREGON STATE HIGHWAY DIVISION
S.W. 65TH AVENUE-CAPITOL HIGHWAY
BEAVERTON-HILLSDALE HIGHWAY
CITY OF PORTLAND
MULTNOMAH COUNTY
Prefix 26-1914

By E.C. Purdy, Project Location Manager
December 3, 1981

NARRATIVE REPORT

PURPOSE (Original Project Assessment 7/3/78)

To provide increased safety for pedestrian movements and access to transit; to reduce vehicular and pedestrian accidents caused by through traffic mixing with local traffic; to improve transit ridership by improving pedestrian access to transit stop locations; by improving passenger waiting facilities; to improve local vehicular access to and from residential side streets.

ORIGIN AND HISTORY

The Beaverton-Hillsdale Highway has been identified by the Bureau of Traffic Engineering as having a serious safety problem. The Bridlemile-Robert Gray Neighborhood Association has expressed concern with pedestrian and local access problems the entire length of this project. The Portland City Council adopted the Arterial Streets Classification Policy in June 1977, which designates the Beaverton-Hillsdale Highway as a major city traffic and major city transit street. In February 1978, the CRAG Board of Directors approved the project.

GENERAL DESCRIPTION (Original 7/3/81)

To install signals at the intersection of the Beaverton-Hillsdale Highway with S.W. 39th, S.W. 45th, and S.W. 56th avenues; to replace the existing signal at Shattuck Road and Beaverton-Hillsdale Highway; to modify the signal at S.W. 30th Avenue (Dosch Road). At S.W. 45th, the west approach to the intersection will be striped for left turns northbound from the highway. For several hundred feet east of this intersection, a continuous left turn median will be painted in to accommodate turns into roadside business parking areas. These left turn stripings would cause the elimination of some roadside parking and change some angle parking to parallel. These three signals would be interconnected with existing signals at S.W. 25th Avenue, S.W. 30th Avenue (Dosch Road), and Shattuck Road. Pedestrian actuation would be installed in one or more of the new signals. The one at S.W. 25th is already pedestrian actuated. Pedestrian actuation of signals can be phased into interconnect systems. At S.W. 65th Avenue and Beaverton-Hillsdale Highway, a bus pullout will be constructed. At Bertha Boulevard and Capitol Highway where they form an intersection with Beaverton-Hillsdale Highway, a through lane for Tri-Met buses will be constructed necessitating some right-of-way acquisition. Bus pullouts and bus pad locations will be determined through negotiations with Tri-Met. Their possible locations are included as an addendum to the location or design alternatives section of this assessment.

GENERAL DESCRIPTION REVISED 12-17-79

This project will add three new traffic signals, and remodel two existing traffic signals to obtain safer pedestrian and vehicular movement, and obtain traffic progression and platooning of vehicles through signal interconnect. Sidewalks, curbs, and transit waiting areas will be built in certain areas to improve pedestrian mobility and promote greater transit use. A bike path will be constructed along the sides of the roadway. Left-turn refuges will be provided in certain high need locations to reduce accidents by removing stopped left turning vehicles from moving traffic lanes. Yet to be determined improvements will be made at the intersection of Capitol Highway and Bertha Boulevard for improved transit operation.

ROUTE, TERMINI, LENGTH, AND COST OF SURVEY (Authority for Survey No. 1, 3/6/79)

The project begins at S.W. 65th Avenue which is the Portland city limits MP 3.41 and then along the existing routing of the Beaverton-Hillsdale Highway to the intersection with the Capitol Highway MP 5.85. The overall length is 2.44 miles. Total estimated cost of survey is $110,000.

(Authority for Survey No. 2, 1/24/80)

The westerly end of the project is at MP 3.32 about 500 feet west of 65th Avenue and then along the existing route of the Beaverton-Hillsdale Highway to the intersection of Capitol Highway at MP 5.85. The overall length is 2.54 miles. Total estimated cost of survey is $130,000.

(Authority for Survey No. 3, 10/10/80)

Same except that the total estimated cost of survey was increased to $185,200.

(Authority for Survey No. 4, submitted 9/17/81, unapproved)

Same except that the total estimated cost of survey was increased to $210,700.

ALTERNATE ROUTES

The original concept was a TSM project, with spot improvements along this particular section of highway. Other routes were not considered. Refer to design changes for concept alternatives.

PROJECT HISTORY

Authority for Survey was received March 28, 1979, and the planning started at a TAC meeting with the City of Portland staff on April 4, 1974. At this meeting, information was received regarding the City's proposed design and the activity required to develop the project on this concept was agreed upon. Field work was started in July 1979, with the TSM concept in mind, running P line and tying in information at the proposed work areas. The office activity involved gathering previous mapping, ownership and survey information, preparing display maps, and reconnaissance estimates of cost.

The first problem was encountered in July 1979, when it was discovered that the stationing (original highway) ran from east to west. A decision was made to continue using the original stationing but to plot the maps from west to east. The second problem arose in October 1979, when we attempted to use the 1955 as-constructed plans for the project mapping. Most of the topography had changed and would have to be erased. The scaling accuracy was not within acceptable tolerances, and there was no control grid shown. It was decided to prepare our own mapping with accurate grid control. Another situation occurred in November 1979 when the Portland Water Bureau requested the State to furnish field survey information (topography, right-of-way, elevations, utilities, etc.) over the entire length of the project for their use in planning a 60-inch water line along the Beaverton-Hillsdale Highway. Our plan of survey, which was to cover only the work areas, was changed to a complete location survey with Metro's agreement to do this work for the Water Bureau. The addition of bike lanes to the project design in January 1980, also caused considerable more work in the field and office. In effect, this extra widening, as requested by the City, had a major impact on the project concept and cost. During the field survey and design development phase it became apparent that the City planners could not make specific design decisions using preliminary sketches and reconnaissance estimates furnished to them for the various project design elements. In fact, the lack of the City of Portland's Bureau of Planning staffs response to our request for their design approval and their insistence on more refined, detailed line cost estimate on various design alternatives caused about a three month disruption in our normal activity schedule between December 1979 and March 1980. General attempts were made by Metro staff, through meetings and correspondence, to obtain a final decision on the design elements without going through such refined studies. Another delay was experienced when this office stopped our office work due to design uncertainties and changes. This stop-work covered the period between May 22, 1980 and July 10, 1980. A brief work period occurred when the decision was made to return to the original project TSM concept and our effort was geared towards this end. However, this concept was changed back to the more involved design at the City's direction and included additional studies to determine the feasibility of adding left turn lanes and extending the project 500 feet westerly to correspond to the existing left turn lane. The City planners were pointedly informed of the growing engineering costs and lengthening project completion time, but their concern was to get all the design elements they wanted involved into the project at all costs. Our office continued design alternate studies for the City into the month of November 1980. On November 12, 1980, the City approved the design and after one more alternate study, involving widening for a future sidewalk, the project was put on the shelf to await approval of the of the City Council. This Council approval was received on August 7, 1981. Final location activity was started on September 10, 1981 and completed this date.

MEETINGS:

To accomplish the desires of the City of Portland and to keep the project directions clear, it was necessary to have eight TAC meetings between April 1979 and August 1981. Also, in conjunction with minor problem solving, seven City-State staff personnel meetings were conducted. There were two public meetings and two City Council hearings held during project development. Memos on all meetings are in the field office files.

PROJECT DESIGN ELEMENTS & CHANGES

The original design as requested by the City at the first TAC meeting called for: Left turn lane at 56th Avenue, Shattuck Road, 45th Avenue to 40th Avenue, 39th Avenue, 30th and Dosch Road and at Bertha Blvd.; Signals at 56th Avenue, Shattuck Road, 45th Avenue, 39th Avenue, 30th Avenue and Dosch, also signal interconnect system; sidewalks to be located southside from 65th to Shattuck Road (3,000'), northside 54th Avenue to 50th Avenue (2,450'), northside Boundary Street to 39th Avenue (2,200'), southside Boundary Street to 43rd Avenue (1.000'), southside 35th Avenue to 33rd Avenue (600') southside 25th to Bertha Blvd. (550'). (Total sidewalk 9,800'). Two safety islands and numerous bus stops, pads and shelters.

The finalized August 1981 design elements includes additional left turn lanes; beginning 500 feet west of 65th Avenue and extending to 56th Avenue, from Boundary to 45th Avenue and from 40th Avenue to 39th Avenue. Pedestrian refuge medians were added at 50th Avenue, at 33rd Avenue and at 27th Avenue. Traffic signals and intertie has not changed. Sidewalks added to the project amounted to 3,330 feet. It was necessary to plan for 2,600 feet of retaining wall and gabions to reduce the right-of-way taking in landscaped areas and prevent the fill slope from encroaching into Fanno Creek, as the result of widening for the bike lane. The right-of-way taking, as a result of the changes in design, was increased from 15,300 square feet amounting to $81,000 (11/79 reconnaissance estimate) to 31,000 square feet (right-of-way) and 77,000 square feet (ease.) amounting to $360,000 not including negotiation and filing fee of $200,000. Bus stops, pads and shelter locations were changed a number of times making it difficult to pin down any actual quantities, etc. The Bertha Blvd.-Bertha Ct. intersection relocation was added to the project in lieu of the original concept to improve the intersection at Capitol Highway for bus lanes. Most of the changes originated in the City Planning office and usually in verbal form, with a request for detailed estimate study. After several attempts were made to get the City planners to respond to the study reports furnished, it became necessary to require the City planners to request their studies in writing.

SURVEY METHODS

As mentioned previously, the survey plan was to run a traverse line through the project tying together the planned improvement areas, such as intersections where traffic signals were to be installed and where the proposed sidewalks were to be constructed. However, as a result of having to furnish survey data to the Water Bureau and the addition of the bike lane, the method of survey was changed to, tying into triangulation movements for Oregon grid control and bearings, tying all property corners and monuments along the highway, leveling, cross-sectioning and obtaining topography for the entire length of the project. After coordinating all the monuments located, a study was made as to which points related to the constructed center line. Many difficulties were encountered in determining the actual center line used in the 1955 construction. The final calculated center line represents the best average alignment on the ground. All the alignment ran in the field was offset to the construction centerline. This was done to avoid the traffic hazards involved in occupying the center of the highway for line and elevations. A Wild theodolite (10 sec.) with the EDM was used on this survey.

CONTROLS, MAPPING & ELEVATIONS

The detail map was drawn using LDP coordinates and bearings based on Oregon coordinate system north zone. The "P" line was run from about Station 5+00, on the east end of the project, to Station 132+50. Two base lines were selected to establish controls on. On the west end, a 415 foot base line was extended beyond Station 132+50 and the tangent between Station 14+11 and 21+00 were used. Triangulation Station Farmsend (USGS) was occupied and using Station Sylvania (USGS) for azimuth, angles and distances were measured to the two base lines. Since it was impossible to see out at the east end, the line was left, loose ended. All control angles were turned six times with the average used for calculations. All distance error was assigned to the legs of the triangulation since any adjustment in EDM measurements would affect stationing and not be true ground distance. The closure error was 1:11,500. No adjustments were made in coordinates. Levels were run using the USC and GS line 309 1947 adjusted elevations. There are no grade changes planned. Grading required will be the result of widening on either side, matching the existing surfacing and allowing for normal crown or super slopes.

STANDARDS USED

This highway has been classified as a major arterial street. The travel lanes will be 12 feet (desirable) the left turn median will be 14 feet (between desirable and minimum) the curb shy distance will be two feet (between desirable and minimum) the bike lane will vary between four and six feet (one way minimum is four feet) the sidewalks will vary between five and eight feet (City Standards). The existing horizontal and vertical alignments are well within the design speed standards. The posted speed is 45 m.p.h. All taper lengths are designed for this speed. The City has requested a variance to the bike lane width standard at S.W. 45th Ave. on the north side, where the impact of widening would require moving/buying a commercial building. The situation will be resolved, as the owner is in the process of applying for a permit to relocate this same building.

TYPICAL SECTIONS

Due to the City's attempt to include all of their desired concepts into the project design and cover all of the available funding, there will be nine typical sections required to show all the variables in the roadway design.

Basically, there will be four travel lanes with a bike lane on each side, and in certain areas, a left turn median lane has been designed. There will be left turn refuges at the following intersections: 56th Ave., Shattuck Rd., 45th Ave., 39th Ave., 35th Ave., Dosch/30th and at Bertha Blvd. A four-foot painted pedestrian median is designed at 50th Ave., the 14-foot left turn median lane is reduced to an eight foot painted pedestrian median at 33rd Ave. and at 27th Ave. There will also be an eight foot painted pedestrian median. On the south between 45th and 42nd the bike lane will be eliminated due to the close proximity of buildings. In several locations it is necessary to reduce the bike lane from six feet to four feet, as well as, the sidewalk from six feet to five feet. This change will result in reducing the impact on the abutting landscaped and improved properties. On the south side just west of 45th Ave., there is a proposed eight foot parking area to be included in the project. This was requested by the City planners to replace the parking removed by the widening. Sidewalk widths are variable, but in most cases, the standard width of six feet will be used. A 15-foot minimum curb radius was used in critical areas, but in most cases, 25-foot radii were used on the connecting streets. All connecting street and road widths have been discussed with the appropriate agencies. Road appraoch and driveway widths have been designed to correspond to the existing use and conditions.

GEOLOGY, MATERIAL SOURCE & SURFACING DESIGN

The geology of the area is briefly discussed in the final soils and geology report. Foundation testing will be necessary in certain areas where retaining walls are proposed. This testing to be done during final design phase. The approved surfacing design calls for four inches of A.C. and nine inches of C.T.B. The field office recommends substituting 16 inches of aggregate base. This project involves minor widening and curb construction. The use of aggregate for the base will allow immediate access to property, as well as easier curb construction. There are no state-owned sources available for this project. Said report includes commercial sources available.

STORM DRAIN CONSIDERATIONS

The plan we followed for the storm drain system was to utilize, adjust and connect to the existing system, which in most cases in adequate. This adequacy was determined by field observation during high rainfall intensity periods, discussion of the drainage problems with maintenance people and property owners. The drainage flows from east to west. Part of the water is carried in the curb sections and the other, in roadside ditches. In most cases the ground slopes down from south to north. Starting from the east end of the project the proposed storm drain system consists of adjustment of an inlet on the north side and constructing two inlets on the south where concrete walk is proposed between Bertha Blvd. connection and 25th Ave. No existing drainage systems are effected between 25th Ave. and 33rd Ave. except on the north side opposite 33rd Ave., where a new inlet and outfall culvert replaces the existing inlet. On the south between 33rd and 35th Ave. the existing cut ditch will be filled in, due to the widening, with new curb and sidewalk. A perforated pipe is to be installed in the ditch to carry off the subsurface water. This pipe is to be connected to the existing storm manhole near 35th Ave. Extension of the existing 18-inch cross culvert which outfalls into Fanno Creek on the north is required. Fanno Creek runs the entire length of the project and heads near Capitol Highway. The creek crosses the highway from south to north near 33rd Ave. and remains on the north side to where it crosses to the south side just beyond the west end of the project. Most of the water runoff empties into Fanno Creek. From 35th Ave. to 39th Ave. a new curb is to be constructed on the south side. The existing outfall cross culverts will be connected to new inlets and near 39th, new inlets will be connected to a new storm sewer pipe which will outfall into existing cross culvert. On the north side the widening fill slope will be constricted by the construction of gabions. The curb drainage on this side will be handled by several inlets outfalling through culverts installed through the gabions, from 39th to 42nd the existing storm drain system will be utilized by constructing several inlets for draining the proposed curb on the south. This system outfalls into Fanno Creek through a cross culvert between 42nd and 43rd. Between 43rd and 45th the existing system will be used by adjusting the inlets to match the new curb. From 45th to Boundary (Station 80+00) a new storm drain system is necessary for the proposed widening which includes a parking strip on the south side. This water will outfall through a cross culvert near Station 80+00. From this system to Shattuck Road, connection to the existing system on the south side is planned. On the north a new storm drain culvert is required where the new curb is to be constructed. The exact location and sizes of the drainage system at Shattuck Road intersection has not been determined. The system outfalls into a drainage ditch along the west side of Shattuck Road which empties into Fanno Creek to the north. There are no apparent drainage problems at this intersection due to this system. However, there have been problems during heavy rain storms with the runoff which comes down Shattuck Road from the south. This runoff normally enters the highway roadway west of the system and would have to be handled at the next drainage system. From Shattuck Road to the west end of the project, there are four known outfalls that will be used. Three of these are located on the north under developed property and drain into Fanno Creek and cover about 1200 feet of curb drainage, from about 59th Ave. to west end of project the existing inlets will remain and be used to carry the north curb water across to the existing and proposed drain system on the south, which will run through an existing 18-inch storm sewer at the west end, which is the fourth outfall.

The proposed drainage system planned for the Bertha Blvd.-Ct. connection requires the construction of several new inlets which connect into the existing storm drain as shown on the plans. It is known at this time that there are drainage systems which should be checked for debris and cleaned before connections are made. An additional anticipated item is shown in the estimate for this work.

PROJECT CONSTRUCTION:

This project involves widening the existing roadway from two feet to 10 feet, construction of curbs, concrete walks and driveways, retaining walls and gabions, drainage installations, guard rail and fence, traffic signals, and intertie system, intersection improvement at Bertha Blvd.-Bertha Blvd; bus stops-concrete pads and shelters, adjust luminairs and right-of-way acquisition. All construction item determinations are shown in the estimate quantity calculations, on the detail maps and cross-sections. Typical sections will show the variables in roadway elements. The following are special considerations involved in the construction of the project not specifically shown. Under general excavation there will be about 2100 cubic yards of excess material to be disposed of by the contractor. Cut and fill slopes are to be constructed in a manner than will limit damage to existing improvements and landscaping, as well as, match the existing slope conditions, as much as possible. It is anticipated that replacement landscaping will be part of right-of-way negotiations, with seeding and mulching, a construction item, to control erosion. Structural excavation, as part of the retaining wall construction, will have to be done in sections to minimize the loss of stability to adjacent improvements in all cut areas. There will be about 86 driveways and road approaches constructed on the project. There will be some difficulties in constructing the driveway grades to standards, in that, some of them will not have a relatively flat landing and will require rebuilding to the garage or house. Also, in cut areas where there is a retaining wall planned, the wall will have to become part of the driveway construction. All grades for the driveways are shown on the cross sections and should be referred to during final design and construction. The use of gabions is recommended on the north side between 35th Ave. and 39th Ave. (Station 47+50 to 55+50). This is the area where the City of Portland desires the roadway to be widened to include a future sidewalk. It was originally planned to construct a retaining wall. However, exploration determined that the wall would have to be constructed near the top of the existing fill, near Fanno Creek, for firm foundation support. This would involve considerably more expense, as well as, impacts to the existing vegetated, stable slope. Refer to cross section for proposed gabion construction. Bus pads, concrete segments and shelters are to be Tri-Met design and are contained in the folder marked as such. Illumination is shown as an additional anticipated item and involves adjustment of city-owned luminaires that are hung on PGE-owned poles. This work will be done by City and PGE forces and funded as part of the project.

UTILITIES:

There are three city-owned utilities involved, sanitary sewer, water and illumination. The other utilities are Portland General Electric, N.W. Natural Gas Co., Pacific Northwest Bell, and Liberty Cable T.V. On December 3, 1981 a meeting is scheduled to discuss the adjustments required with all utility agencies involved. It is anticipated that the utility report will follow the submittal of the location data.

BIKEWAY CONSIDERATIONS:

In September 1979, as part of the project development, an assessment was made of the need for a bikeway along this route. It was determined that there was a need and this information was passed along to the City Bicycle Manager. A City Planning Bureau Staff Report concurring the designation of Beaverton-Hillsdale Highway as a bicycle pathway was recommended to the Planning Commission who approved this additional concept to the project. At the request of the City planners, the cost of adding the bikelanes to the project was determined to be about $544,700. See folder marked "bikeway consideration."

RIGHT-OF-WAY (Existing)

To explain the existing right-of-way is frustrating to say the least. To begin with, there are seven different methods used in acquiring the takings. A 1918 county survey map, a 1955 State right-of-way map 4B-13-3, which also shows 1931 right-of-way acquisitions, 1955 State As-Constructed Plans SV-259, 1957 State Field Notes for constructed centerline reference monuments, subdivision lot lines, public road dedication and property trip takings. After determining that there were only a few monuments found that related to right-of-way center line, the first approach was to calculate the 1955 constructed line which was referenced in 1957. About 75% of these monuments were located and tied in the field. After considerable calculating and adjusting, the constructed line was coordinated for the entire length of the project and showing the equations as for the SV-259 Plans. Some problems encountered when the stationing and data shown in the field notes did not agree with the plans. Also, there were bearing differences. In these situations it was necessary to use the references at the curve control points to determine the centerline, average the bearings between these points and place the error in the curves. The next effort was to determine the location of the various right-of-way lines. The 1955 right-of-way map 4B-13-3 was used in calculating the position of the 1955, the 1931, the Old Route and part of the 1918 county road centerline. The 1955 right-of-way line was the same as the constructed line except at Capitol Highway intersection and from about Station 84 to the west end of the project. The 1918 County Survey Map alignment was used to determine the right-of-way at the easterly end of the project in the areas as indicated on 1955 right-of-way map 4B-13-3. In some cases subdivision lot lines that were used as right-of-way for the highway and connecting streets had to be projected due to lack of monumentation. The description was coordinated, drawn, then traced to suit adjacent conditions. All property corners that were located and tied were used to help determine the property lines. Private surveys, county and city road right-of-way maps, tax lot maps, ownership and highway right-of-way deeds were investigated and used to help in this research. All these items are included in the submittal data. Also, refer to the two sepia maps titled Right-of-way and Property Study Maps.

PROPOSED RIGHT-OF-WAY

Due to the clutter on the detail maps, we have shown the proposed right-of-way on separate mylar copies. The right-of-way report and cost was prepared by the Metro Right-of-Way Unit. The amount of taking is: Right-of-way 31,129 S.F. and easements 45,964 S.F. The cost amounts to $360,000 (not including $210,000 costs for filing, etc). In most cases where right-of-way is required and to reduce the amount of taking, the proposed right-of-way is located at the back of the sidewalk, curb, or retaining wall footing, with an easement to cover slopes and construction. The easements have not been designated as temporary or permanent at this time. This determination will be made when the new utility pole locations are final. It is recommended that all driveways extending beyond the right-of-way line be built under a construction permit. It was necessary to calculate a cost justification, in a cut section on the south side between Stattuck Road and opposite 56th Ave., between slope construction and a retaining wall. The retaining wall option had a savings of about $75,000. There will probably be some revisions in right-of-way, both existing and proposed, as property development occurs and dedications become definite as a result of City planning requirements.

Earl C. Purdy
EARL C. PURDY
Project Location Engineer

ODOT

12/3/81

pa

PURDY

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

5821 NE Glisan, Portland

December 4, 1980

FILE:

FROM: ERIK INGEBRETSON
Metro Liaison Agent

TO: L. C. GROTHAUS
Metro R/W Supervisor

SUBJECT: SW Capitol Hwy.-SW 65th
Beaverton-Hillsdale Hwy.
Multnomah County

We have been asked to provide estimates for R/W acquisition and easements needed for this proposed project. It appears that about 70 files will be involved. The estimated costs will be:

R/W	$160,000
Easements	140,000
Improvements	38,000
Damage	22,000
TOTAL	$360,000

242-4254

No displacements are anticipated.

Plus fees. & filing cost $200,000

PROJECT TOTAL $560,000

EI:jb

cc J. B. Boyd ✓
Earl Purdy ✓

OREGON STATE HWY. DIVISION
RECEIVED
DEC 5 1980
EARL C. PURDY, RES. ENGINEER
☑☐☐☐☐☐☐☐

9922

Co# 21-4
Beaverton-Hillsdale

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-8-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9228(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90027

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/8/81

8. FEDERAL ROUTE NUMBER FAU 9228

9. STATE ROUTE NUMBER Primary 40

10. GENERAL LOCATION:
SW 65th Avenue - Capitol Highway (Portland) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 12/3/81 I approve the revised Preliminary Engineering Costs to a TEC Of $210,700 Federal Funds $179,095.

(Increase TEC $25,500 Federal Funds $21,675)

RECEIVED
STAT. HWY ENGR
DEC 23 '81
REFER TO
[illegible]
FOR
Info Invest R/D E.R. Sign [✓ Act] File

14. DATE 12/8/81

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-4
Beaverton-
Hillsdale

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

December 3, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90027
Project No. IX-9228(2)
SW 65th Ave.-Capitol Hwy. (Portland) Section
Multnomah County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated November 30, 1981.

Approval of this request will involve an increase of $25,500.00 in total cost and Federal obligation of $21,675.00 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	%
Present	$210,700.00	$179,095.00	85.0
Previous	185,200.00	157,420.00	
Difference	$ 25,500.00	$ 21,675.00	

RHZ:bkc
Attachment

cc: R.N. Bothman (Metro)
F.E. Terpin
Earl Mershon (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner (w/att.)
General Files

Form E-39 (Rev. 9-71)

9922

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section SW 65th Ave. - Capitol Hwy.

Highway Beaverton-Hillsdale Hwy. #40

County Multnomah #26

Date November 19, 1981, 19

Authorization No. 4

Survey Prefix 26-1914 (Assigned by Salem office)

Description of termini, route, length, etc.: The westerly end of the project is at M.P. 3.32 about 500 feet west of 65th Ave. and then along the existing route of the Beaverton-Hillsdale Hwy. to the intersection of Capitol Hwy. at M.P. 5.85. The overall length is 2.53 miles.

Proposed: Three new signals, remodel two existing signals, construct sidewalks and left-turn refuges in certain high-need areas, construct bike lane on both sides. Improve and add transit operations. Investigate pedestrian safety islands at certain locations.

Purpose of survey: State to perform field survey, prepare plans, specifications, and estimate of cost. City to perform signal and illumination design.

City to be responsible for citizen involvement, environmental aspects, and public hearing requirements. Additional right-of-way will be required.

Estimate of cost: $1,639,000 (construction)
Funding: FAIX (Mt. Hood Transfer)
F.A. No. IX-9228(2)
Category: 2, Categorical Exclusion

Field Survey	(901)	147,500
Citizen Participation	(902)	200
City or County	(903)	16,000
Consultant	(904)	
Final Design	(905)	7,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	7,000
Soils & Geology	(910)	2,000
Traffic	(911)	11,000
Landscape	(912)	
Liaison R/W	(913)	7,200
Utility	(914)	1,500
Photogrammetry	(916)	2,600
Location Studies	(918)	500
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	3,000
Administrative Services	(922)	200
Environmental	(923)	800
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	1,000
Seminars & Training	(950)	1,500
Hearings	(980)	500
Personal Leave Time	(960)	500

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
DEC 8 1981
LOCATION SECTION

Total estimated cost of survey	$ 210,700
Previous authorization	185,200
Additional authorization requested	25,500
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Earl C.
~~Field Engineer~~
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Frank E.
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

KEH

9972 1-6-81 CCN 21-4

Beav. - Hillsdale

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: X-9228(2)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90027

COUNTY NAME: Multnomah

PROGRAM STAGE (Check): ☐ 1. ☐ 2.

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 13 '81
REFER TO [illegible]
FOR
Info

1.13
orig

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 1/6/81

FEDERAL ROUTE NUMBER: FAU 9228

STATE ROUTE NUMBER: Primary 40

GENERAL LOCATION:

SW 65th Avenue - Capitol Highway (Portland) Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 10/30/80 I approve the revised Preliminary Engineering Costs to a TEC of $185,200 Federal Funds $157,420.

(Increase TEC $52,700 Federal Funds $44,795)

DATE: 1/6/81

SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-888

9112

OCN 21-4
Beaverton-
Hillsdale

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

October 30, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Program Change
Item No. 90027
Project No. IX-9228(2)
SW 65th Ave.-Capitol Hwy. (Portland) Section
Multnomah County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated October 28, 1980.

Approval of this request will involve an increase of $52,700 in total cost and Federal obligation of $44,795 in Interstate Substitution General funds with revised financing as follows:

	TEC	FF	%
Present	$185,200.00	$157,420.00	
Previous	132,500.00	112,625.00	
Difference	$ 52,700.00	$ 44,795.00	85

JLG:bke
Attachment

cc: R.N. Bothman (Metro)
F.E. Terpin
Max Klotz (Metro)
Jon Rose (Metro)
E.L. Hardt (Region 1)
Gary Zehner (w/att.)
✓General Files

Form 734-3122

9922

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO
PRO - 6

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: October 28, 1980

FROM: F. E. Terpin
Location Engineer F.E.T.

ATTN: D. E. Swan

SUBJECT: S.W. 65th-Capitol Highway
Beaverton-Hillsdale Highway
City of Portland
IX-9228(2)

A supplemental survey authorization has been initiated authorizing preliminary engineering expenditures which exceed those programmed with FHWA. To assist you in reprogramming for additional federal participation, we offer the following justification:

Since the last program revision and due to project expension and design changes, unanticipated P.E. costs have or will be incurred.

The unanticipated activities include an extension of the continuous left-turn lane, the Bertha Blvd. @ Bertha Ct. intersection improvements, and a steep driveway investigation.

This is a complex project with input from this agency, the City of Portland and Tri Met.

The estimated P.E. cost of $185,200 represents 9% of the projected construction cost.

Present Authorization	$ 132,500
Additional	52,700
Total	$ 185,200

Attached is a listing of charges by P.E. function.

FET:JWG:ge
Attachment
cc Max Klotz w/att

Contains
Recycled
Materials

PRELIMINARY ENGINEERING

Major Class 19
(also 07, 08, 09)

	Engineering	AUTHORIZATION APPROVED BY FHWA	TOTAL AUTHORIZATION REQUESTED
901	Resident Engineer	85 000	121 000
902	Citizens involvement	1 000	1 000
903	Payment to local government	18 000	16 000
904	Consultant fees		
905	Final Design	7 500	9 000
906	Bridge Design		
907	Preliminary design		
908	Field testing section (construction)		
909	Right of way descriptions	5 000	7 000
910	Soils and geology	1 500	2 000
911	Signing (traffic department)	3 000	11 000
912	Landscape department		
913	Right of way - liaison & relocation	3 000	7 000
914	Utility liaison	1 000	1 500
915	Audits by Accounting Section		
916	Photogrammetry	2 500	2 500
917	Inventory needs		
918	Reconnaissance and hydrology		500
919	Engineering graphics		
920	Project management	200	200
921	Specifications	3 000	3 000
922	Administrative Services - engineering	100	200
923	Environmental Section	200	800
924	Department of Transportation		
925	Air monitoring		
926	Foundation investigation		500
950	Training courses, conferences & seminars	500	1 000
955	Employee relocation assistance program		
960	Personal leave		
975	Historical sites inventory		
980	Public hearing charges	1 000	1 000
985	EEO monitoring expense		
986	"Non-State" employees travel		
		$ 132 500	$ 185 20

Section: S.W. 65th Ave - Capitol Hwy.

Highway: Beaverton-Hillsdale Hwy.

County: Multnomah

Prefix: 26-1914

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
OCT 31 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9722

40

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

LOC 9 #40
PRO 6

TO: FILE

DATE: April 15, 1980

FROM John W. Grassman
Location Program Engineer

SUBJECT: Preliminary Engineering Cost Review
S.W. 65th-Capitol Highway
Beaverton-Hillsdale Highway

NOTED
E. S. HUNTER

A brief chronological history follows:

May, 1978	A request was received from the City of Portland for a $715,000 project with a $110,000 P.E. estimate. The City was to accomplish the P.E. for work consisting of signal installations and revisions, left turn refuges, and transit waiting area improvements.
July, 1978	The environmental assessment was completed categorizing the project as a 3NM action.
Aug, 1978	Survey authorization number 1 prepared allowing for the City performance of P.E.
Oct, 1978	An Interstate Transfer P.E. program was submitted to FHWA for approval.
Feb, 1979	FHWA approved P.E. of $110,000.
Mar, 1979	The survey authorization was revised to reflect state accomplishing the bulk of the P.E. (change was due to policy that State perform P.E. for projects on State system). City will do signal designs and hold public meeting.
June, 1979	Resident Engineer began work.
Feb, 1980	A revised project request increases the scope of project to provide a bikepath and to make additional waiting area improvements. Based upon these changes, a P.E. increase to $132,500 was approved by FHWA.
Apr, 1980	Resident Engineer estimates construction cost @ $1,550,000.

The only significant charges to date are attributable to the Resident Engineer. Because of this, my review was confined to the 901 function.

1 Versteeg
Anderson
3 Christenson
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
APR 17 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

Contains Recycled Materials

The addition of the bikeway significantly increased the required field work. Extensive right-of-way investigation and topog mapping of the entire section was necessary in addition to the vicinity mapping for the signalization and the channelization work. Also contributing to the survey charges were the costs associated with preparation of exhibits and estimates for the TAC and public meetings. Additionally, there were the normal design vacillations encountered when dealing with several entities, i.e., the City of Portland and Tri Met.

JWG:ge

cc: J. H. Versteeg ✓

1 Versteeg
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
Wakerlig
RECEIVED
APR 15 1980
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring Up /
Action

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date April 4, 1980 XXX *Week ending* April 5, 1980 XXX

Job name SW 65th. to Capitol Hwy *Highway* Beaverton-Hillsdale Hwy

County Multnomah

Job prefix 26-1914

Anticipated per mile cost of survey

		Unit 1	2	3	4	
Unit name						
Mileage	*Total*	2.44				
	Staked *Preliminary*	2.44				
	Staked *Location*					
Per Cent Complete	*Field*	99				
	Office	87				
Date of Survey	*Started*	June 1979				
	To be completed	April 1980				
Estimated construction cost		$715,000				

Expenditures *This Week*	*Salary*	1,318	*Authorization* *Field (901)*	75,000
	Other	7	*Per cent expended*	117%
	Previous total	86,680	*Anticipated overrun*	20%
	Total (including this week)	88,005	*Mail address*	
	Anticipated total	90,000		

Signed Earl C.

Title Resident Locating Engineer, Crew 020 14

RECEIVED
APR 9 1980
LOCATION SECTION

REPORT OF WEEK ACTIVITIES

Project Status: Mapping & Roadway Design in progress.

Office: Plotting topography on the (Mylar) Location Detail Map, Part No. 1 and No. 2 98% complete.
Roadway Design between SW 65th. & SW Shattuck Rd. is 95% complete.
Draft grading templates on sepia plotted cross sections between Shattuck Rd. and SW 65th.
R/W and property line determination 90% complete.
Earthwork computations complete between SW Shattuck Rd. - SW 65th.
Plot top of cut slopes and toe of fills on the (sepia) Location Detail Map Part No. 1.
Draft Roadway Design on print of the Location Detail Map Part No. 2.
Compute Coordinates on property corner pins in the vicinity of Bertha Court.
Plot Topography in the vicinity of Bertha Court, 100% complete.
Draft on the proposed R/W lines on the Location Detail Map Part No. 1.

RECEIVED
APR 7 1980
LOCATION SECTION

INSTRUCTIONS Original to Salem office, duplicate to Division Engineer; triplicate to be retained. *(Use back if additional space is required*

[illegible]

CON 21-4

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3 - 31 - 80

FEDERAL AID PROJECT NO.: IX-9228(2)

STATE PROJECT NO.: see below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.:

ITEM NO.: 90027

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 2 '80
REFER TO
FOR
Info | [illegible] | R/D | D/K | [illegible] | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 31 3/~~21~~/80	FEDERAL ROUTE NUMBER FAU 9228 STATE ROUTE NUMBER Primary 40

GENERAL LOCATION:

SW 65th Avenue - SW Capitol Highway (Portland) Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program Change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 2/7/80 I approve the revised Preliminary Engineering costs of a TEC of $132,500 with Federal participation limited to $112,625.

(Increase TEC $22,500 - F.F. $18,325)
(Advice dated 3/20/80)

DATE 31 3/~~21~~/80	SIGNATURE OF APPROVING OFFICIAL	TITLE for Division Administrator

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

9922

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8231
Date: February 8, 1980

File No: 26-1914

TO: D. H. Moehring Attention: D. E. Swan
Assistant State Highway Engineer

FROM: M. J. Klotz
Technical Services Engineer

SUBJECT: SW 65th Avenue SW Capitol Highway
Beaverton/Hillsdale Highway
City of Portland
Multnomah County

Here is a revised programming packet for the subject project. Included are a revised project request, revised category request, and copy of a revised authority for survey. (The original has been submitted separately to the Location Section.)

The scope of this project has been increased to include a bikepath for the full length of the project, transit turnouts, and pedestrian safety islands. These additions have increased the cost of the project; however, they do not affect the project environmental categorization.

The current MSD authorization for this project is shown in the FY 80 TIP on page 143, line 262. The current MSD authorization for preliminary engineering is sufficient to cover the increased amount on the authority for survey. However, the city will need to request an increased authorization for right-of-way and construction.

This revised programming packet is intended as documentation to our request for increased preliminary engineering and to update your records concerning the project. Please request any necessary approvals for these changes in the project.

ECM:ke

cc: F. R. Terpin
C. H. Duval
E. C. Purdy
cc: Swan

Attachment

MEMO TO FILES
TO TYPE 2-14-80

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
FEB 12 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

OREGON STATE HIGHWAY DIVISION

Blue Bk

AUTHORITY FOR SURVEY

Section S.W. 65th Ave. - Capitol Highway

Date January 24 19 80

Highway Beaverton-Hillsdale Highway #40

Authorization No. 2

County Multnomah

Survey Prefix 26-1914 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly end of the project is at M.P. 3.32 about 500 feet west of 65th Ave. and then along the existing route of the Beaverton-Hillsdale Hwy, to the intersection of Capitol Highway at M.P. 5.85. The overall length is 2.53 miles

Proposed:

Three new signals remodel to existing signals, construct sidewalks and left-turn refuges in certain high need areas, construct bike lane on both sides. Improve and add transit waiting areas. Improve Bertha Blvd. for tansit operations Investigate pedestrian safety islands at certain locations.

Purpose of survey:

State to perform field survey, plans, specifications, and estimate of cost. City to perform signal and illumination design.

City to be responsible for citizen involvement, environmental aspects, and public hearing requirements. Additional right-of-way will be required.

Estimate of Cost

Field Survey	(901)	82,900
Citizen Participation	(902)	1,000
City or County	(903)	16,000
Consultant	(904)	
Final Design	(905)	7,500
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	5,000
Soils & Geology	(910)	1,500
Traffic	(911)	2,000
Landscape	(912)	
Liaison R/W	(913)	3,000
Utility	(914)	1,000
Photogrammetry	(916)	4,000
Location Studies	(918)	500
Engineering Graphics	(919)	
Project Management	(920)	200
Specifications	(921)	3,000
Administrative Services	(922)	200
Environmental	(923)	500
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	500
Seminars	(950)	200
Hearings	(930)	1,000
Equal Opportunity	(935)	
Advisory Committees	(936)	

Estimate of cost:

Category 3NM
Funding e(4)

Construction Cost $1,322,000

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	130,000
Previous authorization	110,000
Additional authorization requested	20,000
Additional authorization approved (Salem)	
Total of authorizations approved (Salem)	

Requests made by:

Curtis H. Duval

CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:

MAX J. KLOTZ, Metro Technical Services Engineer

Approved

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

Date January 10, 1980

Section SW Capitol Hwy. to 65th Avenue

City Portland Hwy. No. 10

Highway Beaverton-Hillsdale

Begin M.P. Length 2.44

County Multnomah

Program Estimate ~~$1,581,000~~ 1,601,000

Region I-Metro

Funding Source e(4)

(Attach Sketch Map)

B. Purpose, Need, and Description of Project (Describe Alternatives): To increase pedestrian safety and access to buses and to reduce vehicle accidents; to improve bus ridership by adding better waiting facilities and to improve vehicle access to residential side streets. The project would add three new traffic signals and modify two others. Signals would be interconnected and left turn refuges built in certain locations. Sidewalks and curbs would be added in some locations and a Class III bicycle path would be built throughout the project on both sides. Yet to be determined improvements for improved transit operation would be made at the intersection of Capitol Hwy. and Bertha Blvd. This project is identical to the April 17, 1978 project with the same title, except for the addition of the bikepath and updating of costs. That 1978 project has never been implemented.

C. Recommended Project Category and Documentation:

	Project Category	Documentation
	1	Draft and Final EIS
	2	Environmental Assessment and Finding of No Significant Impact
X	3	Categorical Exclusion

Other Documentation:

- ☐ Wetlands Finding
- ☐ Cultural Resource Survey
- ☐ Section 106 Procedures
- ☒ Noise Study Report
- ☐ Indirect Source Construction Permit
- ☐ Section 4(f) Determination

Basis for Recommended Category:

Because the project would produce only minimal adverse impacts upon the human environment it is recommended that it be classified as "Categorical Exclusion".

D. Descriptions:

	Existing Facility	Proposed Facility
Number of Traffic Lanes	4	4
Median (Yes/No)	No	Yes
Shoulders (Yes/No, Paved, Gravel)	Yes	Yes
Average Daily Traffic (Volume/Year)	20,500	20,000
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted/Estimated)		

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	Unknown
Estimated Number of Parcels	Unknown
Residential Relocation (No.)	None
Business Relocation (No.)	None

2. Estimated Impact on Land Use:

Minimal

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The project would improve traffic flow and safety. Circulation and volumes should not be affected.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None

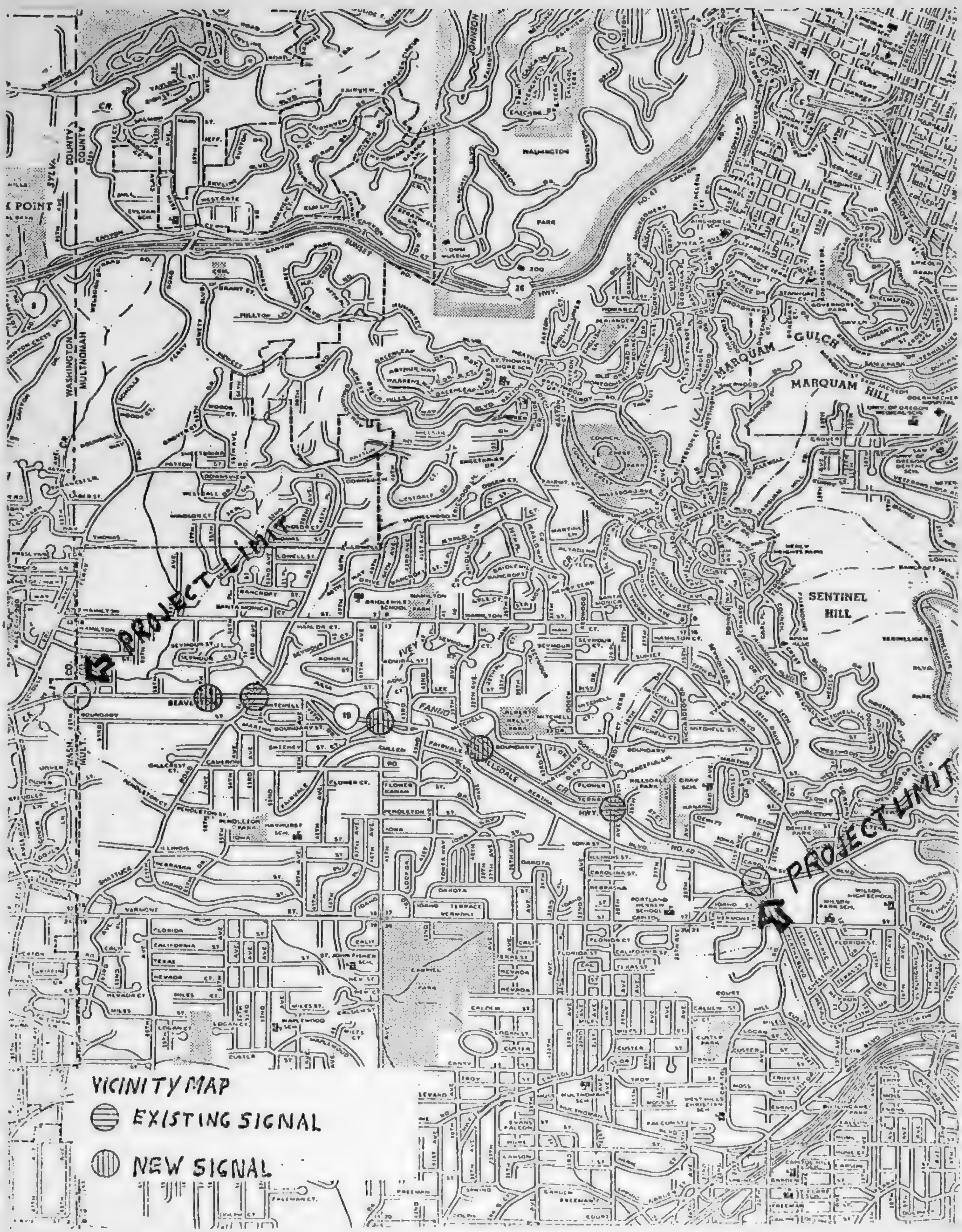
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

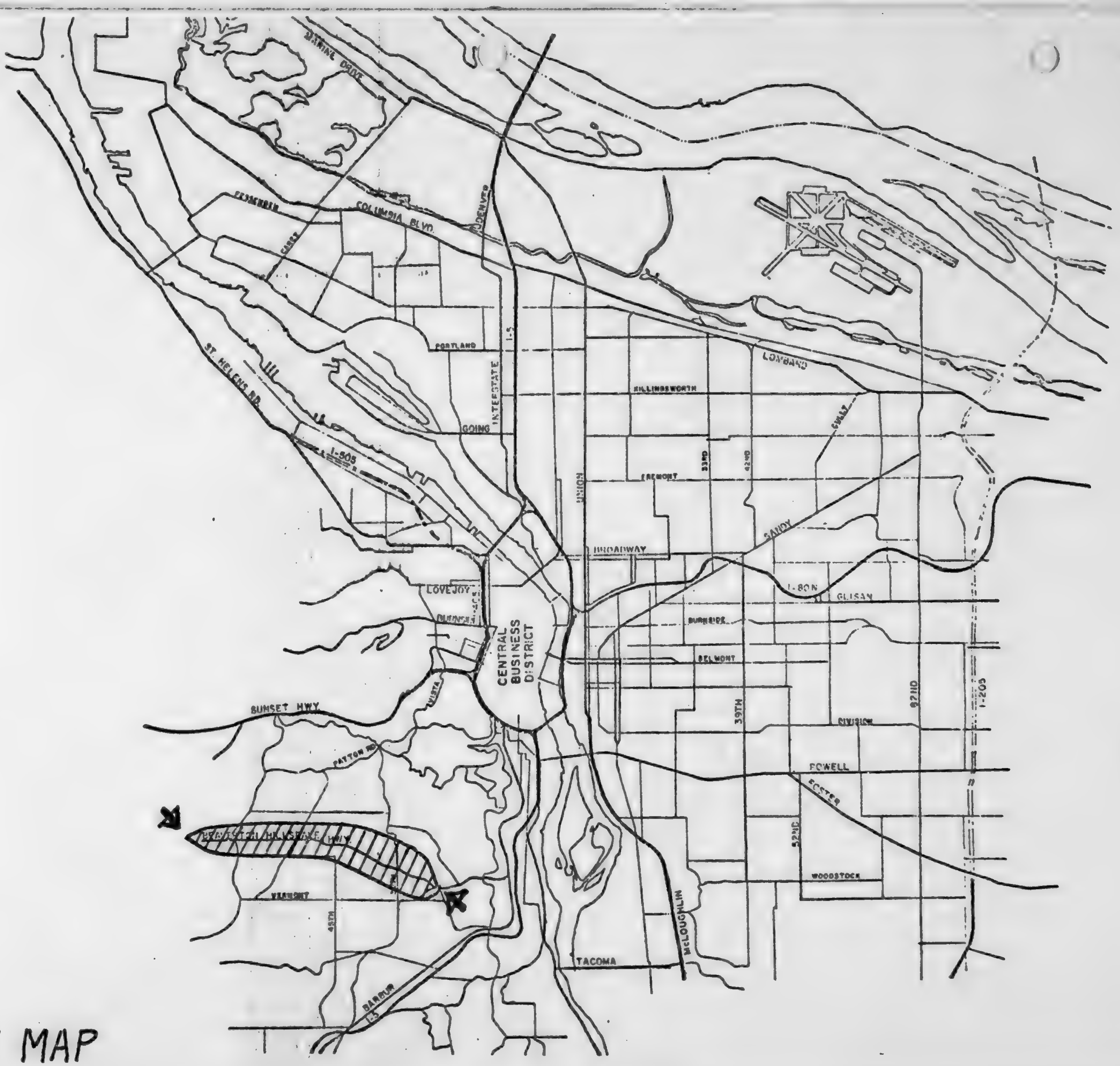
None

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None

Name of Preparer and Phone Number: Tom Loeber 238-7438


PROJECT LIMIT
PROJECT LIMIT
MARQUAM GULCH
MARQUAM HILL
SENTINEL HILL
WASHINGTON
MULTNOMAH
COUNTY
COUNTY
SUNSET HWY.
CANYON RD.
BEAVERTON HILLSDALE HWY.
NO. 40
VICINITY MAP
EXISTING SIGNAL
NEW SIGNAL


MARINE DRIVE
COLUMBIA BLVD.
FESSENDEN
DENVER
PORTLAND
INTERSTATE
I-5
LOMBARD
KILLINGSWORTH
GOING
ST. HELENS RD.
I-505
FREMONT
33RD
42ND
CULLY
UNION
SANDY
BROADWAY
LOVEJOY
BURNSIDE
I-80N
GLISAN
CENTRAL BUSINESS DISTRICT
BELMONT
VISTA
SUNSET HWY.
39TH
92ND
I-205
DIVISION
PATTON RD.
POWELL
FOSTER
52ND
WOODSTOCK
BEAVERTON HILLSDALE HWY.
VERMONT
45TH
McLOUGHLIN
TACOMA
BARBUR
I-5

VICINITY MAP

9922

1XP-

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6

February 7, 1980

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Minor Program Change
Project No. IX-9228(2)
S.W. 65th Ave.-Capital Hwy. (Portland) Section
Multnomah County

I hereby request your approval of a minor program change on the subject project to increase the total estimated cost and alloted Federal Aid Interstate transfer. Funds to coincide with the latest estimate of the actual anticipated preliminary engineering costs as set forth in the enclosed copy of Mr. Turpins memo of February 5, 1980. Revised financing will be as follows:

Total Estimated Cost	Federal Funds	Additional Federal Funds
$132,500	$112,625	$18,325

CL:bke
Enclosures

cc: F. Turpin
G. Zehner
M. Klotz

N

Form 734-3122

9922

FEDERAL AID PROJECT REQUEST

Date 12-17-79

Applicant Agency City of Portland

Request for: Off-System____, FAS-C____, FAUS____ Project "(e) - (4)" TSM

Federal Aid Route No. 9228 Route Name Ore 10

Project Name Beaverton-Hillsdale Highway TSM Project

Project Length 2.44 miles Project Location (Attach sketch map)

Project Description This project will install 3 additional signals & remove 2 existing traffic signals. Sidewalks and left-turn refuges will be built in certain high need areas. A bike path will be constructed along the sides. Transit waiting areas will be improved at Transit stops. Improvements to be made at intersections of Capitol Hwy. and Bertha Blvd., for improved transit operation will be determined during PE.

Average Daily Traffic 20,500 Design Speed 45 mph (some congested areas limited to 30 mph.)

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width varies Travel Lanes 2 each direction Shoulders yes

Medians no Parking is allowed in many areas

Sidewalks generally no - some minor sections of sidewalks do exist.

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width varies Travel Lanes 11 to 12 feet Shoulders to remain in some areas.

Medians flush Parking to be determined.

Curbed yes, in some areas Length Curb Radii to be determined

Sidewalk/Bikeway yes

Remarks Curbs and Sidewalks will be installed along certain sections; a bicycle path will be constructed along the edges of the roadway.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 75' Maximum 110'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes________ No X

3. Will additional right-of-way be needed? Yes X No________
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No________

Remarks Some right-of-way may be required in the vicinity of the Capitol Hwy.-Bertha Blvd. intersection with Beaverton-Hillsdale Hwy. Some right-of-way may also be required for construction easements for the bike path.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

(1) @ 25th Ave. (Ped. Push Button Signal); (2) @ Dosch Rd. & 30th Ave. fully actuated, 2 phase; (3) @ Shattuck Rd., fully actuated, 2 phase.

2. **Proposed Signalization:** New signals @ (1) SW 39th Ave. (2) SW 45th Ave. (3) SW 56th Ave.

Location Existing signal at Shattuck to be completed replaced; Existing signal at Dosch & 30th to be remodeled

Type Actuation

Phases 3-4

Type of Suspension Span wire

Interconnected Above ground wiring

Remarks

3. **Permanent Signing:**

Include in project or by applicant? Included in Project

4. **Permanent Striping:**

Include in project or by applicant? Included in Project

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

1,000 watt mercury vapor

2. **Proposed Illumination:**

Location Remain in existing location

Type High pressure sodium vapor

Remarks Cut off Luminaires to be installed on utility poles. Project to pay for removal costs.

V. STRUCTURE DATA

1. **Existing Structure:**

Location Existing 4 lane overcrossing of Bertha Blvd.

Type Reinforced concrete

Approach Roadway Width **Shoulder Width**

Length **Width**

To remain in place? Yes

2. **Proposed Structure:**

Location Bus shelters, locations to be determined (Standard Tri-Met bus shelters) to be provided by Tri-Met.

Approximate Size: **Length** **Width**

Are sidewalk/bikeways desired: yes, on sides.

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Bureau of Street & Structural Engineering Office
2.	Environmental	Bureau of Street & Structural Engineering Office
3.	Public Hearing	Bureau of Street & Structural Engineering Office

Remarks Contact person: Vic Rhodes, 621 SW Alder St., Bureau of Street and Structural Engineering, Portland, OR 97205

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: Preliminary Design

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 885,000
Right-of-way costs (if participating)	149,000
Traffic control	304,000
Illumination	40,000
Structures	
Railroad	
Other Bicycle Path	93,000
Preliminary engineering	~~110,000~~ 130,000 *
PROJECT TOTAL	$ ~~1,581,000~~ 1,601,000

* Remarks Advised Steve Riddell of necessary P.E. increase on 1-24-80. E.C. Meuhan

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ________ COUNTY

By David J. Vargas By________

By________ By________

By________

9922

July 27, 1979

City of Portland
400 S.W. 6th Avenue
Portland, Oregon 97204

Attn: Mr. John Lang
Highway Coordinator

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the S.W. 65th Avenue - S.W. Capitol Highway section of the Beaverton-Hillsdale Highway.

Financial sharing of the preliminary engineering is:

Total P.E.	$110,000
Federal Funds	94,300
City Share	$ 15,700

Please make your check in the amount of $15,700, payable to the Oregon State Highway Division. Send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Fred

for D. E. Swan
Operation Programming Engineer

GEK:pf

bcc w/AD # 671: Vern Skoog - Please return completed AD # 671 when check is received.
Jon Rose

H N 3/p

912+

CCN 21-4c
Beaverton-
Hillsdale

June 20, 1979

City of Portland
1220 S.W. Fifth Avenue
Portland, OR 97204

MISC. CONTRACTS and
AGREEMENTS No. 7029

Attention: George Yerkovich
City Auditor

Gentlemen:

Attached for your records are two fully executed copies of an agreement to construct the S.W. 65th Avenue-S.W. Capitol Highway Section of the Beaverton-Hillsdale Highway (FAU 9228) in Portland.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachments

bc Dorland Swan (Agreement attached)

Form E-38 (Rev. 8-71) 9922

1+

OREGON STATE HIGHWAY DIVISION

Planning File No. 78-50

AUTHORITY FOR SURVEY

ction S.W. 65th Avenue - Capitol Highway

Date March 6, 1979

Highway Beaverton-Hillsdale Highway #40

Authorization No. 1 (Revised)

County Multnomah

Survey Prefix 26-1914 (Assigned by Salem office)

Description of termini, route, length, etc.:

The project begins at S.W. 65th Avenue which is the Portland City limits, MP 3,41, and then along the existing routing of the Beaverton-Hillsdale Hwy, to the intersection with the Capitol Highway MP 5.85.
The overall length is 2.44 miles

Proposed:

Three new signals, remodel two existing signals, construct sidewalks and left-turn refuges in special high-need areas. Improve transit facilities.

Purpose of Survey:

State to perform field survey, plans, specifications, and estimate of cost.

City to perform signal design.

ty will hold public hearing.

IX-9228(2)
2-8-79

Category 3 NM
Funding: e(4)

		Estimate of Cost
Field Survey	(901)	$ 75,000
Citizen Participation	(902)	1,000
City of County	(903)	16,000
Consultant	(904)	0
Final Design	(905)	5,000
Bridge Design	(906)	
Preliminary Design	(907)	
R/W Description	(909)	
Soils & Geology	(910)	
Traffic	(911)	1,000
Landscape	(912)	
Liaison R/W	(913)	1,000
Utility	(914)	500
Photogrammetry	(916)	4,000
Location Studies	(918)	500
Engr. Graphics	(919)	
Office Engineer	(920)	
Specifications	(921)	3,000
Environmental	(923)	200
Air Quality Monitoring	(925)	
Foundation Exploration	(926)	
Seminars	(950)	
Hearings	(980)	1,000
Equal Opportunity	(985)	
Advisory Committees	(986)	

Total estimated cost of survey	$ 110,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

R. T. EWEN, Metro Location Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23804-734

[illegible] CON 21-4

Beaverton Hillsdale

OREGON P[illegible]JECT NOTIFICATION A[illegible] REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: SW 65th Ave-SW Capitol Hwy.

DATE: December 5, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
DEC - 8 '78
REFER TO
FOR

Info	Ltrs	R/D	D/R	Sign	Att	File

12-7-78 copies sent to:
G. L. Green
✓H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Paul Burket, Aeronautics
R. N. Bothman, Metro
E. L. Hardt, Region 1
W. W. Geibel, Dist. 2
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7811 2 300

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
11-6-78

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

NOTED
H.S. COULTER

PNRS #2

9711

CON 21-4

Beaverton-Hillsdale

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: SW ~~6th~~ 65th Ave-SW Capitol Highway MULT.

DATE: November 28, 1978

The state has reviewed your project and reached the following conclusions:

11/30/78
cc: G. L. Green
✓H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Div.
B. L. Gifford
Region M-1 Eng.
District 2 Eng.

☒ No significant conflict with the plans, policies or programs of state government have been identified [illegible].

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENGR
DEC - 1 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

☐

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

GEN GIFFORD
11-6-75
10-30-75

NOTED
H.S. COULTER

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
NOV 02 1978

PNRS STATE REVIEW

Project #: [illegible] Due Date: NOV 24 [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency DEQ By Howard W Harris

9922

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic
DEPT.
378-6537
TELEPHONE

TO: D. H. Moehring, Manager ATTN: G. Zehner
Office of Project Management

DATE: November 7, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Proposed Signal Project
Beaverton-Hillsdale Highway
Hillsdale to Raleigh Hills
City of Portland

The propsed project has been reviewed as you requested. The request as it is currently written does not meet any of the standard signal warrants.

However, if the City would drop the signal request at 56th Avenue and agree to interconnect the two existing signals with the two new signals at 39th Avenue and 45th Avenue the progressive movement warrant would be met.

The other option available to the City is to install a continuous left turn refuge between 56th Avenue and S.W. Capitol Highway. There is no visible accident problem at the proposed project intersections. However,a look at the accident history for the overall section reveals an apparent turning movement problem.

Seventy percent of the reported accidents in this section between January 1, 1975 and December 31, 1977 were rear-end or turning type accidents.

In light of the accident history and the fact that the existing proposal does not meet any signal warrants, I recommend that the continuous left turn refuge be considered.

L E George
L. E. George
Traffic Engineer Supervisor

RTS:cs
cc: Max Klotz

11-9-78
Discussed w/Max, we will delay agreement until decision is make by city on the scope of the project.

Rp

Zehner

81-125-1387

9937

CON 21-4
Beaverton-
Hillsdale

(#2)

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 6, 1978

RECEIVED
STATE HWY ENGR
NOV 8 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: Executive Department
Federal Aid Coordination Unit

for J L Gaither

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: S.W. 65th Ave.-S.W. Capitol Hwy.
Highway: Beaverton-Hillsdale Hwy., OR. RT. 10
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be December 6, 1978.

NOTE: This project resubmitted to make correction in the termini name of A-95 distributed 10/30/78.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 1 E. L. Hardt
District 2 W. W. Geibel
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

NOTED
H.S.COULTER

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only | 1-8] PNRS # | Page One

02 12] APPLICANT [45: Department of Transportation | 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building | 46] CITY [60: Salem | 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring | 46] AREA CODE [48: 503 | 49] PHONE [55: 378 | 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: S. W. 65th Ave.-S.W. Capitol Hwy.

11 12] PROJECT LOCATION—CITY: Beaverton-Hillsdale Hwy. OR. RT. 10 | PROJECT LOCATION—COUNTY: Multnomah | PROJECT LOCATION [79 SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)
To install signals at the intersection of the Beaverton-Hillsdale Hwy. with
06 12] S.W. 39th, S.W. 45th, and S.W. 56th Avenues; to replace the existing signal at [71
Shattuck Road and Beaverton-Hillsdale Hwy.; to modify the signal at S.W. 30th
07 12] Ave. (Dosch Rd.). At S.W. 45th, the West approach to the intersection will be [71
striped for left turns Northbound from the highway. For several hundred feet East
08 12] of this intersection, a continuous left turn median will be painted in to accomo- [71
date turns into roadside business parking areas. These left turn stripings would
09 12] cause the elimination of some roadside parking and change some angle parking to [71
parallel. These three signals would be interconnected with existing signals at
10 12] S.W. 25th Ave., S.W. 30th Ave. (Dosch Rd.), and Shattuck Rd. Pedestrian actuation [71
would be installed in one or more of the new signals. The one at S.W. 25th (OVER)

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
709,500	- - -	- - -	115,500	- - -	825,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation | 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 | INTER-STATE ☐ 13 | COUNTY ☐ 14 | CITY ☐ 15 | SCHOOL DISTRICT ☐ 16 | SPECIAL DISTRICT ☐ 17 | COMMUNITY ACTION ☐ 18 | SPONSORED ORGANIZATION ☐ 19 | OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 | CONT. GRANT ☐ 22 | SUPPL'T GRANT ☐ 23 | INCREASE DURATION ☐ 24 | DECREASE DURATION ☐ 25 | CANCELLATION ☐ 26 | INCREASE DOLLARS ☐ 27 | DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: December | 43] DAY [44: 6 | 45] YEAR [46: 1978

ADDITI AL INFORMATION—ALL APPLI ANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: TIP

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

General Description (Continued)

is already pedestrian actuated. Pedestrian actuation of signals can be phased into interconnect systems. At S.W. 65th Ave. and Beaverton-Hillsdale Hwy., a bus pullout will be constructed. At Bertha Blvd. and Capitol Hwy. where they form an intersection with Beaverton-Hillsdale Hwy., a through lane for Tri-Met buses will be constructed, necessitating some right-of-way acquisition. Bus pullouts and bus pad locations will be determined through negotiations with Tri-Met. Their possible locations are included as an addendum to the location or design alternatives section of this assessment.

CON 21-4
Beaverton
Hillsdale
c

992

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Equitable Center, Suite 100
530 Center NE. - Salem OR 97301

DATE: November 3, 1978

In reply refer to: HFO.6-OR

SUBJECT: Oregon Project IX-9228(2)
S.W. 65th Ave. - Capitol Hwy. Sec.
Beaverton - Hillsdale Hwy
Multnomah County

FROM : G. L. Green, Division Administrator

TO : Mr. D. H. Moehring, Manager
Office of Project Management
Oregon Department of Transportation

In reviewing Mr. Swan's October 31, 1978, PR-1 submission and data available in our files, it appears that the proposed action will result in an expensive project with nominal benefits. The existing level of service is high and no evidence has been provided to show magnitude of the safety problems. It is proposed to essentially retain the same roadway section, construct four signal installations with left-turn provisions, and install bus pull-outs and pads. No significant increase in capacity will result.

The estimated cost comes to approximately $340,000 per mile of which 30 percent will be tied up in preliminary and construction engineering. It is difficult to see the value realized by the taxpayer for this investment.

Please provide us with accident data showing the magnitude of the safety problem and a copy of Tri-Met's statement of current operational problems on this section. This information will assist us in evaluating the need for the project and the potential benefits to be returned to the users.

Authorization to proceed with P.E. on this project will be detained pending receipt of the requested information.

G. L. Green

cc:
Hardt, OSHD/Milwaukie
Swan, ODOT/Salem
Klotz, ODOT/Portland

NOTED
F. B. KLABOE

11-7-78
cc: R.N.Bothman (Metro)
Gary Potter
Jon Rose (Metro)
~~Gary Potter~~
Gary Zehner

9922

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 31, 1978

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan Original Signed By D. E. Swan
Federal Aid Manager

SUBJECT Project Data Submission
Item No. 90027
Project No. IX-9228(2)
S.W. 65th Ave.-Capitol Hwy. (Portland) Section
Multnomah County

Attached is support data consisting of PR-1 form, project maps and Thomas H. Schwab, Transportation Analysis Engineer, letter of August 3, 1978.

We request the following:

1) Financing for the project utilizing Interstate Substitution General funds. Approval of this request will involve an estimated total cost of $110,000 with obligation of Federal funds of $94,300.

2) Authorization to proceed with all phases of Preliminary Engineering including utility preparatory work and archeological salvage in accordance with the Oregon Action Plan, Federal Regulations and Statutes.

These requests are based on Governor Straub's letter, dated October 2, 1978, to Mr. G. L. Green, Division Administrator.

A copy of the State Clearinghouse A-95 review letter of approval will be forwarded upon receipt.

The primary purpose of the project is an attempt to improve transit operations while at the same time make some improvements for left turns at intersections. These points are brought out in Tom Schwab's letter and need to be addressed and worked out during the preliminary engineering phase.

JLG:dmc
Attachments
cc: R. N. Bothman, Metro
Max Klotz, Metro
Jon Rose, Metro
Ed Hardt, Region 1
Gary Zehner, w/att.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

TO: MAX J. KLOTZ
Metro Technical Services Engineer

DATE: August 3, 1978

FROM: THOMAS H. SCHWAB
Transportation Analysis Engineer

SUBJECT: TSM Project
Beaverton-Hillsdale Highway
Hillsdale to Raleigh Hills
Washington County

We have reviewed Glenn Green's letter of July 25 concerning the subject project and have the following suggestions:

The request is an $825,000 project for signal work and transit improvements on the subject section.

The problem on this roadway is left turns at many locations along the section with no protection. The proposed project suggests left turn refuges at major intersections only. The left turn could be continued through the project length for little extra cost provided parking is removed. The section would be 60 to 62 feet curb to curb for five lanes.

Concrete safety islands as proposed are fixed objects which present a hazard and should be discouraged.

Sidewalks are a major item. Pedestrian usage and accident data should be obtained to support this request.

Transit improvements, although desireable, should be investigated and justified for inclusion.

The project attempts to solve the basic problem, which is unprotected left turns, however it does not reach far enough in this area and at the same time it attempts to favor other improvements which may not necessarily improve traffic operation.

It is suggested the city, state, and CRAG discuss this proposal before work is begun, to investigate alternatives and costs to solve the basic problem.

js

1-125-1367

Budget Bureau No. 41-R20

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	October 31, 1978

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
CARD 2		SR 10, Wash. Co. Line, E. 2.44 mi.	ADT	21,000	---		10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
CARD 3	Preliminary Engineering								IX-	9228

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME			
CARD 4	Interstate Substitutions General	Multnomah			
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID (32)	STATE (36) (37)	U.S.
	Portland	U	9228	40	---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85.77%	STATE FUNDS	OTHER FUNDS Portland
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS			2.44	110,000	94,300	---	15,700
5					**ROW**							
5					**CONST** (CODE)		"SW 65th Ave.-SW Capitol Hwy.(Portland)Section"					

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
CARD 1	CODE 1	JLG	PROJECT TOTALS	2.44	110,000	94,300	---	15,700
1	14	PROGRAM APPROVAL DATES 10-18-78			(16) (23)	(24) (33)	REMARKS	

-over-

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

N NO.

O.

October 31, 1978

PROJECT LOCATION (45 typewriter spaces) SR 10, Wash. Co. Line, E. 2.44 mi.	**ADT**	PRESENT 21,000	FUTURE ---	YEAR	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 823	ITEM NO. 90027

PROPOSED WORK (35 typewriter minary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX	NUMBER 9228	SEQ. NO. (2)	I Projects Only POST MI.	DESIG.

RAL FUNDS
state Substitutions General

N AREA
and

COUNTY NAME Multnomah CODE 051

ROUTE NO. U FEDERAL-AID 9228 STATE 40 U.S. ---

PROGRAM STAGE ☐ 1 OR ☐ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85.77%	STATE FUNDS	OTHER FUNDS Portland	CHARACTER OF PROPOSED WORK (Full description)
	PE TOPICS			2.44	110,000	94,300	---	15,700	
	ROW								
	CONST (CODE)		"SW 65th Ave.-SW Capitol Hwy.(Portland)Section"						ROW-75' min.; Access Control-none; Parking Restrictions-Partial.
EPARED BY JLG			PROJECT TOTALS	2.44	110,000	94,300	---	15,700	

OGRAM APPROVAL DATES
10-18-78

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

SW 65th AVE.-SW CAPITOL HWY. (PORTLAND) SECTION
PROJECT NO. IX-9228(2)

Existing Facility:
Roadway: 4 lane bit. surf. with shoulders (var. 60'-80' wide).
Signalization: 1) 25th Ave. (Ped. push button signal).
2) Dosch Rd. (Fixed time, 2 phase).
3) 30th Ave. (" " " ").
4) Shattuck Rd.)(" " ." ").

Adjacent Sections:
W. End: 64' bit. surf. curb section providing 4 traffic lanes with var. width median.
E. End: 60.5' bit. surf. curb section providing 4 traffic lanes.

Project Data: Work under this project consists of all phases of preliminary engineering including utility preparatory work for future installation and updating signals, construction of left turn lanes, transit waiting areas, walks, etc.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on July 25, 1978.

FHPM 4-1-4 Requirements:
a) State Clearinghouse - A-95 review approval letter dated ____________.
b) Dist. 2 Clearinghouse - A-95 review satisfied through inclusion of project in CRAG TIP.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan, Federal Regulations and Statues.

Data for PR-37:		
	Field Work	$89,000
	PS&E Prep.	21,000
	total	$110,000

NOTE: 1) This project is in Congressional District No. 1.
2) Included in CRAG FY '79 TIP/AE as #313 on page 134.

[illegible] (#2)

CON 21-4
Beaverton-
Hillsdale

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 30, 1978

TO: Executive Department
Federal Aid Coordination Unit

D E Swan

FROM: D. E. Swan
Federal Aid Manager

SUBJECT: Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 2
Section: S.W. 6th Ave.-S.W. Capitol Hwy.
Highway: Beaverton-Hillsdale Hwy., OR. RT. 10
County: Multnomah

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be November 30, 1978.

BLG:pf
Attachments

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Region 1 E. L. Hardt
District 2 W. W. Geibel
Aeronautics Division
David Powers, Parks
Gerald Wimer
B. L. Gifford
R. N. Bothman, Metro

RECEIVED
STATE HWY ENGR

NOV 1 '78

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation
46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building
46] CITY [60: Salem
76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring
46] AREA CODE [48: 503
49] PHONE [55: 378
56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: S.W. 6th Ave.-S.W. Capitol Hwy.

11 12] PROJECT LOCATION—CITY: Beaverton-Hillsdale Hwy. OR. RT. 10
PROJECT LOCATION—COUNTY: Multnomah
PROJECT LOCATION [79: SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To install signals at the intersection of the Beaverton-Hillsdale Hwy. with
06 12] S.W. 39th, S.W. 45th, and S.W. 56th Avenues; to replace the existing signal at Shattuck Road and Beaverton-Hillsdale Hwy.; to modify the signal at S.W. 30th [71
07 12] Ave. (Dosch Rd.). At S.W. 45th, the West approach to the intersection will be striped for left turns Northbound from the highway. For several hundred feet East [71
08 12] of this intersection, a continuous left turn median will be painted in to accomodate turns into roadside business parking areas. These left turn stripings would [71
09 12] cause the elimination of some roadside parking and change some angle parking to parallel. These three signals would be interconnected with existing signals at [71
10 12] S.W. 25th Ave., S.W. 30th Ave. (Dosch Rd.), and Shattuck Rd. Pedestrian actuation would be installed in one or more of the new signals. The one at S.W. 25th (OVER) [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
709,500	- - -	- - -	115,500	- - -	825,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45
46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U. S. Department of Transportation
46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☐ 29 No ☒ 30 Date: TIP

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: November 43] DAY [44: 30 45] YEAR [46: 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ XX Date: TIP

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Non-Major environmental impact under Oregon's Action Plan.

General Description (Continued)

is already pedestrian actuated. Pedestrian actuation of signals can be phased into interconnect systems. At S.W. 65th Ave. and Beaverton-Hillsdale Hwy., a bus pullout will be constructed. At Bertha Blvd. and Capitol Hwy. where they form an intersection with Beaverton-Hillsdale Hwy., a through lane for Tri-Met buses will be constructed, necessitating some right-of-way acquisition. Bus pullouts and bus pad locations will be determined through negotiations with Tri-Met. Their possible locations are included as an addendum to the location or design alternatives section of this assessment.

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

M- 9228(-)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date July 3, 1978
Section S.W. Capitol Hwy. to 65th Ave.
Unit (if appl)
County Multnomah
City Portland
Highway Beaverton-Hillsdale Hwy.
State Hwy. No. 10
Termini: M.P.(if appl) 3.41 to 5.85
Length 2.44 mi.
Region Portland Metropolitan Region 1
Construction Estimate 825,000 e(4) TSM
Program Amount

B. Purpose of Project: To provide increased safety for pedestrian movements and access to transit; to reduce vehicular and pedestrian accidents caused by through traffic mixing with local traffic; to improve transit ridership by improving pedestrian access to transit stop locations; by improving passenger waiting facilities; to improve local vehicular access to and from residential side streets.

C. Origin & History of Project: The Beaverton-Hillsdale Hwy. has been identified by the Bureau of Traffic Engineering as having a serious safety problem. The Bridlemile-Robert Gray Neighborhood Association has expressed concern with pedestrian and local access problems the entire length of this project. The Portland City Council adopted the Arterial Streets Classification Policy in June 1977, which designates the Beaverton-Hillsdale Hwy. as a major city traffic and major city transit street. In February 1978, the CRAG Board of Directors approved the project.

D. General Description of Project: To install signals at the intersection of the Beaverton-Hillsdale Hwy. with S.W. 39th, S.W. 45th, and S.W. 56th Avenues; to replace the existing signal at Shattuck Road and Beaverton-Hillsdale Hwy.; to modify the signal at S.W. 30th Ave. (Dosch Rd.). At S.W. 45th, the west approach to the intersection will be striped for left turns northbound from the highway. For several hundred feet east of this intersection, a continuous left turn median will be painted in to accommodate turns into roadside (Cont. on 1A.)

Alignment: New ____ Existing X ____ Combined ____

Typical Section: Existing: No. Lanes 4; Med. No; Shldrs. Yes; Parking Yes
Proposed: No. Lanes 4; Med. Yes; Shldrs. Yes; Parking to be determined
Traffic: Existing Facility: Existing ADT 21,000; Projected ADT 25,000; Yr. 1990
Existing Level of Service B-C
Proposed Facility: Projected ADT 25,000; Yr. 1990
Projected Level of Service

734-3953 (10-75)

D. General Description of Project: (cont.)

business parking areas. These left turn stripings would cause the elimination of some roadside parking and change some angle parking to parallel. These three signals would be interconnected with existing signals at S.W. 25th Ave., S.W. 30th Ave.(Dosch Rd.), and Shattuck Rd. Pedestrian actuation would be installed in one or more of the new signals. The one at S.W. 25th is already pedestrian actuated. Pedestrian actuation of signals can be phased into interconnect systems. At S.W. 65th Ave. and Beaverton-Hillsdale Hwy., a bus pullout will be constructed. At Bertha Blvd. and Capitol Hwy. where they form an intersection with Beaverton-Hillsdale Hwy., a through lane for Tri-Met buses will be constructed, necessitating some right-of-way acquisition. Bus pullouts and bus pad locations will be determined through negotiations with Tri-Met. Their possible locations are included as an addendum to the location or design alternatives section of this assessment.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels One
Yes, No

Acres 0.7 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

May be required at the Bertha Blvd. and Capitol Hwy. intersection. To be determined in preliminary engineering. Local sources are available.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project: The project has support of the Bridlemile-Robert Gray Neighborhood Association. Proposed Improvements would be in support of the Arterial Streets Classification Policy, which labels the Beaverton-Hillsdale Hwy. a major city traffic and major city transit street. The CRAG Board of Directors recommended the project in February 1978 to be funded from TSM Reserve Account (Category V) for Interstate Transfer Funds.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1. Do Nothing
2. Continuous left turn lane entire length of project. This project was determined to be out of scale for a TSM project and was not recommended by CRAG.
3. See attachments for possible sites of bus pads, pullouts, etc.
4. The proposed project.

Other Descriptive Information or Comments: On some sections within the limits of this project, shoulders are used by bicyclists. However, there is no opportunity for expanding bikeways in the limited areas proposed for improvement in this project. Other nearby arterials have designated bike routes. Information to warrant installation of signals at these intersections was not available as of the date of this assessment, but will be forthcoming from the city of Portland Bureau of Traffic Engineering.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

General Characteristics: The soil is noted as Cascade, which has moderate strength and is highly impervious. The slopes vary from flat to severe (0-30%). Grasses, shrubs, and mature trees are found within the right-of-way which can be expected to provide habitat for birds and small mammals.

Fanno Creek is the major collector of storm water runoff for this area. Portions of Fanno Creek are still in its natural open condition. For most of the length of the proposed project, the Beaverton-Hillsdale Hwy. roughly parallels the creek and follows the creek canyon.

2. Cultural:

Linear commercial and residential developments have been, and are continuing to be, built adjacent to the Beaverton-Hillsdale Hwy. Most of the residential development has been multi-family units. Commercial development has taken place near Shattuck Road and in the vicinity of 45th Avenue. There is a large commercial center on the north side of the highway in the vicinity of S.W. 65th Avenue.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right-of-way acquisition should be minor. There would be no displacement of existing businesses or residences. About .07 acre of undeveloped land may be converted to paving at Capitol Hwy. and Bertha Blvd.

2. Estimated Impact on Traffic Patterns:

This project will have little effect on existing capacity of Beaverton-Hillsdale Hwy. Improvements are aimed at safety, and local vehicular and pedestrian movement. Left turns north onto S.W. 45th Avenue from the highway would be enhanced.

Consequences--Air Quality, Noise, Safety, etc.:

The proposed project would increase pedestrian and vehicular safety. Noise levels would not be altered by the project.

3. Estimated Impact on Land Use:

No existing development would be displaced by this project. Improved safety and mobility for pedestrians and local vehicle traffic would increase the desirability of adjoining property for commercial or residential use.

Consequences:

The improved safety and accessibility to transit could lead to increased transit and pedestrian oriented commercial uses and increased residential densities.

4. Expected Impact on Natural Ecological Resources:

Small areas of grass, a few shrubs, and a few trees may be removed for construction of sidewalks and left turn lanes.

Consequences:

Minimal

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

None

ADDENDUM

TSM PROJECTS - CITY OF PORTLAND (REVISED 12/28/77)

I. BEAVERTON-HILLSDALE HIGHWAY	$819,210
A. New Signal locations	
1. SW 39th (T-intersection)	46,000
2. SW 45th	63,000
3. SW 56th (T-intersection)	40,000
B. Existing signals with new left turn phases	
1. SW 30th/ Dosch (remodel 1965 signal)	20,000
2. SW Shattuck (replace old signal)	63,000
C. Signal system interconnect, above ground wiring & master Controller	70,000
D. Street lighting- relamp existing fixtures	40,000
E. Establish standard street section(s) so that that these improvements and later improvements fit together and support the ASCP classifications of: Major City Traffic and Transit Street, Pedestrian Path with Crossings and Boulevard.	no cost

Other proposed changes are shown on the attached map:*

F. Capitol/Bertha intersection: Improvements for transit operations, exact nature to be determined during PE and after Tri-Met SW Study is complete.	200,000

Objectives include:

1. faster time through intersection
2. Improved transfer capabilities
3. Increased transit accessibility to the Hillsdale shopping area.
4. Bus layover zones and turn-around routes for stub routes which may terminate here rather than continuing to the CBD.

* "Bus pad" includes shelter, concrete footing pad and additional sidewalk area for loading, waiting. typical cost: $3120/ea.

G. Bertha to SW 25th 78,740

1. Left turn to Bertha
2. southside sidewalk, 25th to Bertha
3. Two "Bus pads"*

H. SW 25th to SW 30th/Dosch 28,040

1. Control access to southside apartments
2. Two "bus pads" and center safety island at 27th
3. Two "bus pads" at 30th, one on fill

I. SW 33rd to SW 39th 46,560

1. Sidewalk on southside between 35th and 33rd bus shelters, eliminate 33rd outbound stop.
2. "Bus pad", safety island at 35th.
3. 39th: "bus pad" on north side, crosswalk at new signal, sidewalk on south side to bus turnout

J. SW 42nd to Boundary 47,590

1. Remove perpendicular on-street parking west of 45th
2. Left turn lane, 42nd to 45th
3. Sidewalk on north side from 39th to Boundary
4. Sidewalk on south side from 43rd to Boundary
5. BUS PAD AT 42ND (SOUTHSIDE)

K. SW 50th 11,290

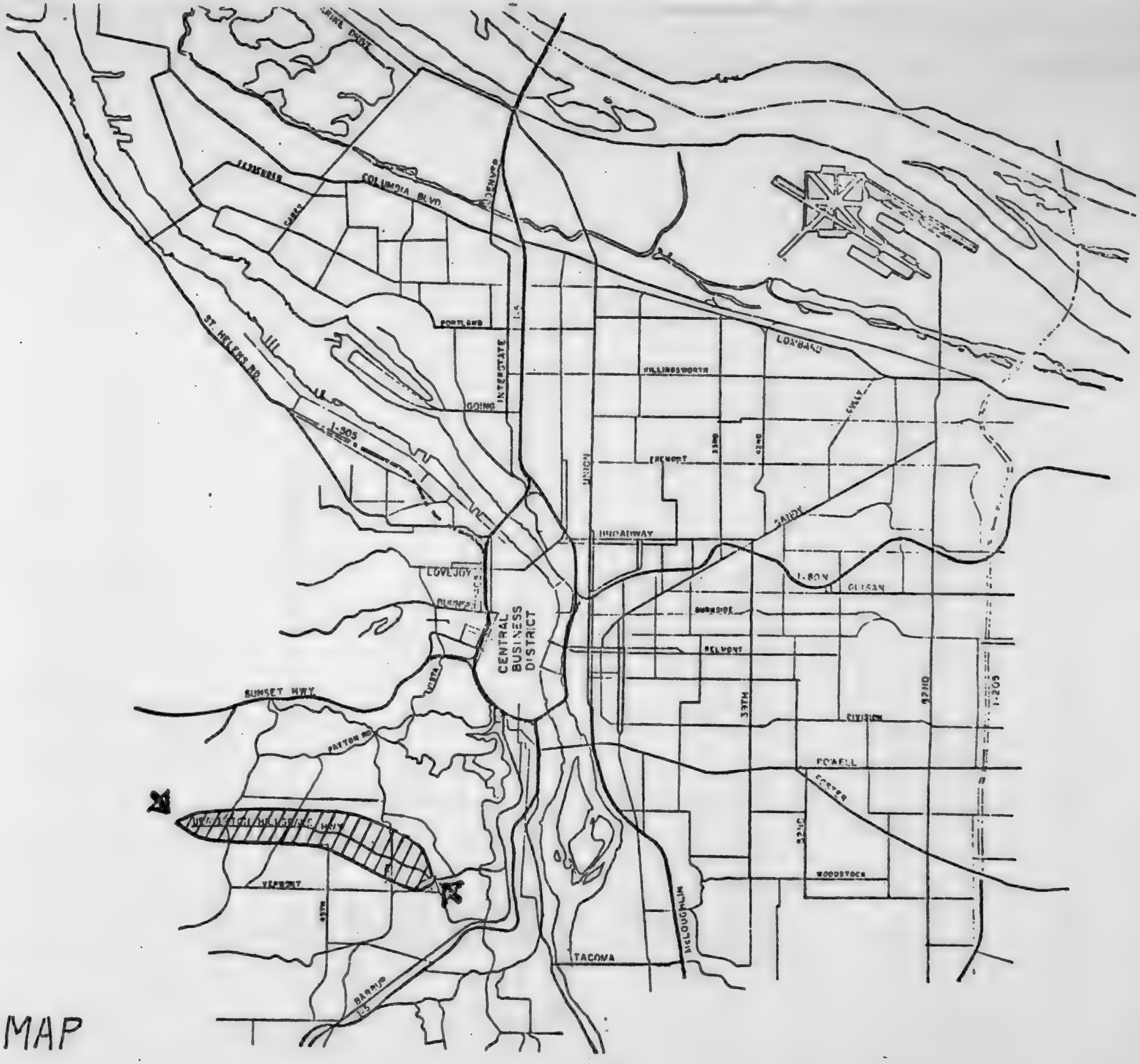
1. Two "bus pads"
2. Sidewalk on northside from 50th to Shattuck

L. Shattuck to City Limits 37,990

1. Two "bus pads" at Shattuck
2. Sidewalk on northside from Shattuck to 59th
3. Sidewalk on southside from Shattuck to City Limits
4. "Bus pad" at Bethwood Apartments
5. ODOT left turn lane from Shattuck to 56th
6. Extend ODOT left turn lane for tennis center

M. Additional Bus Shelter Costs 27,000

1. Bus shelters @ 3000/ea., includes footings and installation


MARINE DRIVE
COLUMBIA BLVD.
CAREY
DENVER
PORTLAND
ST. HELENS RD.
I-305
GOING
INTERSTATE
I-5
LOMBARD
KILLINGSWORTH
CULLY
FREMONT
33RD
42ND
UNION
BROADWAY
SANDY
LOVEJOY
BURNSIDE
I-80N
GLISAN
BELMONT
CENTRAL BUSINESS DISTRICT
VISTA
SUNSET HWY.
PATTON RD.
39TH
DIVISION
92ND
I-205
POWELL
FOSTER
52ND
WOODSTOCK
BEAVERTON HILLSDALE HWY.
VERMONT
45TH
MC LOUGHLIN
TACOMA
BARBUR
I-5

VICINITY MAP

6. Preliminary Identification of Areas of Critical Concern:
None identified

7. Potential for Controversial Issues:
Some existing parking will be removed, and existing angle parking will be eliminated in front of some businesses.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
The project is not expected to significantly affect air quality. An Indirect Source Permit would be required.

b. Noise Standards
The project will not change noise levels. Noise mitigation via berms or noise barriers is not feasible because adjacent properties require access. A noise study report will be required.

c. Water Quality Standards
The project will not alter existing conditions.

d. Area Land Use and Transportation Plans, and Zoning
Does not conflict with area zoning and is consistent with the city's Arterial Streets Classification Policy which classifies Beaverton-Hillsdale Hwy. as a major city traffic street and a major city transit street.

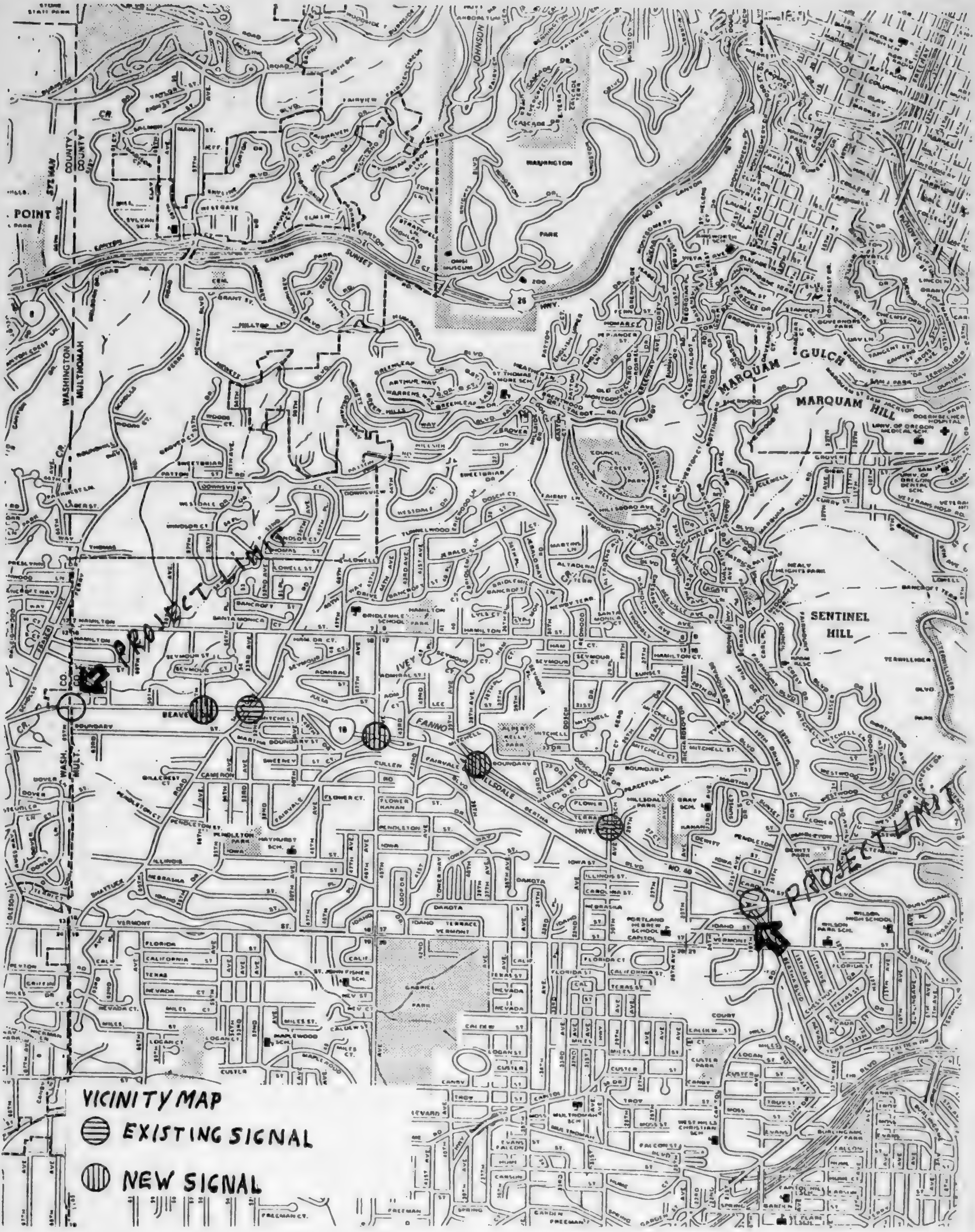
C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION------------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_X_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:
Since the project would have only local and temporary impacts on the human environment, it is recommended that it be classified as an assessment only action.

TBL

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4


VICINITY MAP

EXISTING SIGNAL
NEW SIGNAL
PROJECT LIMIT
PROJECT LIMIT
MARQUAM GULCH
MARQUAM HILL
SENTINEL HILL
WASHINGTON
MULTNOMAH
WASHINGTON COUNTY
POINT
JOHNSON
CANYON
SUNSET
HWY.
BEAVERTON
HILLSDALE
FANNO
BOUNDARY
MITCHELL
CULLEN
FAIRVALE
HAMILTON
SEYMOUR
BANCROFT
VERMONT
PENDLETON
NEBRASKA
IOWA
FLORIDA
CALIFORNIA
TEXAS
NEVADA
MILES
LOGAN
CUSTER
GABRIEL PARK
COUNCIL CREST PARK
UNIV. OF OREGON MEDICAL SCH.
DOERNBECHER HOSPITAL
VETERANS HOSPITAL
WILSON HIGH SCHOOL
ALBERT KELLY PARK
PORTLAND HEBREW SCHOOL CAPITOL
MAPLEWOOD SCH.
BURLINGAME PARK
PENDLETON PARK
MAYHURST SCH.
RIDGEWOOD
TERWILLIGER

CON 21-4
Beaverton-
Hillsdale
?

October 12, 1978

TO: OREGON TRANSPORTATION COMMISSION

6.5 -
Capital
Hwy.

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Interstate Transfer Project Requests

On the Consent Calendar for the October 24th meeting will be six requests for approval of projects utilizing Interstate Transfer funds withdrawn from the Mt. Hood Freeway.

Gladstone is requesting a $25,000 project to construct a concrete stairway between Oatfield Road and Hull Avenue.

A $71,500 project to widen 42nd Avenue and King Road and to channelize Harrison Street is being requested by Milwaukie.

Three requests were received from Portland: (1) a $200,000 preliminary engineering project to prepare contract documents for a project to reduce noise in the Going Street Neighborhood, (2) a $1,506,100 project to widen and improve a 2.50 mile segment of S. E. 39th Avenue, and (3) an $825,000 project to install traffic signals at 3 intersections, replace and remodel existing signals at 2 intersections, and provide left-turn refuges as needed-all on the Beaverton-Hillsdale Highway.

Clackamas County's request is for a $56,000 project to widen a 0.6 mile segment of Lake Road to a 40-foot paved section.

Interstate Transfer funds for these projects are estimated at $2,307,900, with Local Government providing all of the required $375,700 of local match.

These projects have been investigated and are eligible for funding. I recommend your approval of these projects and request authorization to sign the necessary agreements for and on your behalf.

Attachments

GEZ:pf

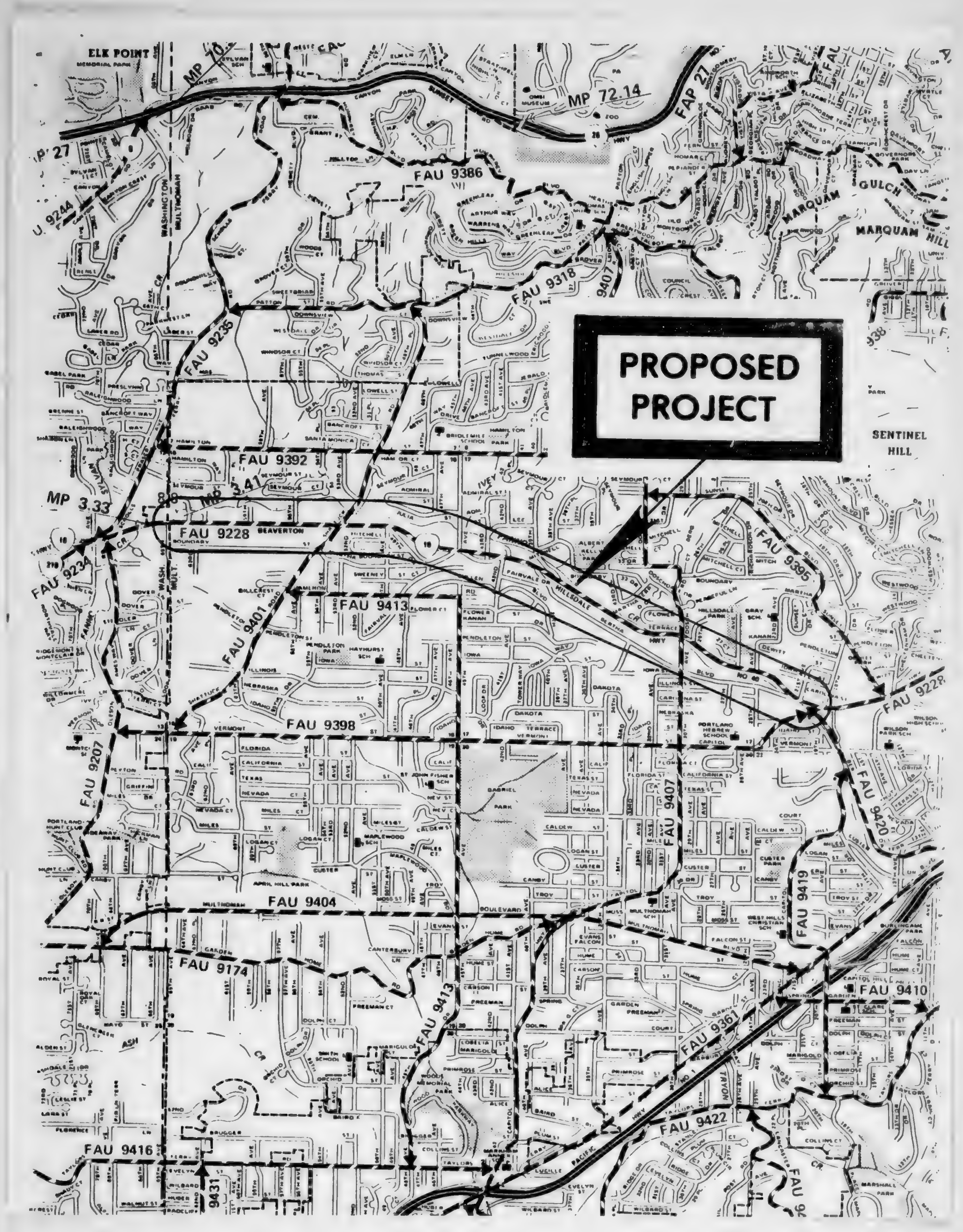
bcc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
V. E. Skoog
J. H. Versteeg
E. L. Hardt
D. N. Harwell
George Bell

CITY OF PORTLAND
Proposed Interstate Transfer Project

S.W. 65th Avenue-S.W. Capitol Highway Section
Beaverton-Hillsdale Highway, FAU 9228
Grade, Pave, Sidewalks, Signals, Illumination,
Signing and Striping
2.44 Miles
$825,000

This project consists of installing traffic signals at S.W. 39th, S.W. 45th, and S.W. 56th Avenues, replacing existing signals at Shattuck Road and remodeling existing signals at S.W. 30th and Dosch Road. Left-turn refuges will be constructed at needed locations and transit waiting areas will be improved at transit stops. Right-of-way will be acquired as a participating cost of the project.

City will perform the bulk of preliminary and construction engineering.



PROPOSED PROJECT
ELK POINT
MP 10
MP 72.14
FAP 27
P 27
U 9244
FAU 9386
MARQUAM GULCH
MARQUAM HILL
FAU 9318
9407
FAU 9235
SENTINEL HILL
938
FAU 9392
MP 3.33
MP 3.41
FAU 9228
FAU 9234
FAU 9395
FAU 9401
FAU 9413
FAU 9228
FAU 9398
FAU 9207
FAU 9407
FAU 9420
FAU 9419
FAU 9404
FAU 9174
FAU 9410
FAU 9361
FAU 9413
FAU 9422
FAU 9416
9431
FAU 94
WASHINGTON
MULTNOMAH
BEAVERTON
HILLSDALE
GABRIEL PARK

9922

STATE OF OREG[illegible]
DEPARTMENT OF TRANSPORTATION

INTERO[illegible]CE MEMO
Metropolitan Branch

TO: MAX J. KLOTZ
Metro Technical Services Engineer

DATE: August 3, 1978

FROM: THOMAS H. SCHWAB
Transportation Analysis Engineer

SUBJECT: TSM Project
Beaverton-Hillsdale Highway
Hillsdale to Raleigh Hills
Washington County

We have reviewed Glenn Green's letter of July 25 concerning the subject project and have the following suggestions:

The request is an $825,000 project for signal work and transit improvements on the subject section.

The problem on this roadway is left turns at many locations along the section with no protection. The proposed project suggests left turn refuges at major intersections only. The left turn could be continued through the project length for little extra cost provided parking is removed. The section would be 60 to 62 feet curb to curb for five lanes.

Concrete safety islands as proposed are fixed objects which present a hazard and should be discouraged.

Sidewalks are a major item. Pedestrian usage and accident data should be obtained to support this request.

Transit improvements, although desireable, should be investigated and justified for inclusion.

The project attempts to solve the basic problem, which is unprotected left turns, however it does not reach far enough in this area and at the same time it attempts to favor other improvements which may not necessarily improve traffic operation.

It is suggested the city, state, and CRAG discuss this proposal before work is begun, to investigate alternatives and costs to solve the basic problem.

js

81-125-1387

9922

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date June 28, 1978

Section S.W. Capitol Hwy. to 65th Ave.
Unit (if appl)
County Multnomah
City Portland
Highway Beaverton-Hillsdale Hwy.
State Hwy. No. 10
Termini: M.P.(if appl) 3.41 to 5.85
Length 2.44 mi.
Region Portland Metropolitan Region 1
Construction Estimate 825,000 e(4) TSM Program Amount

B. Purpose of Project: To provide increased safety for pedestrian movements and access to transit; to reduce vehicular and pedestrian accidents caused by through traffic mixing with local traffic; to improve transit ridership by improving pedestrian access to transit stop locations; by improving passenger waiting facilities; to improve local vehicular access to and from residential side streets.

C. Origin & History of Project: The Beaverton-Hillsdale Hwy. has been identified by the Bureau of Traffic Engineering as having a serious safety problem. The Bridlemile-Robert Gray Neighborhood Association has expressed concern with pedestrian and local access problems the entire length of this project. The Portland City Council adopted the Arterial Streets Classification Policy in June 1977, which designates the Beaverton-Hillsdale Hwy. as a major city traffic and major city transit street. In February 1978, the CRAG Board of Directors approved the project.

D. General Description of Project: To install signals at the intersection of the Beaverton-Hillsdale Hwy. with S.W. 39th, S.W. 45th, and S.W. 56th Avenues; to replace the existing signal at Shattuck Road and Beaverton-Hillsdale Hwy.; to modify the signal at S.W. 30th Ave. (Dosch Rd.). At S.W. 45th, the west approach to the intersection will be striped for left turns northbound from the highway. For several hundred feet east of this intersection, a continuous left turn median will be painted in to accommodate turns into roadside (Cont. on 1A.)

Alignment: New ____ Existing X Combined ____

Typical Section: Existing: No. Lanes 4 ; Med. No ; Shldrs. Yes ; Parking Yes
Proposed: No. Lanes 4 ; Med. Yes ; Shldrs. Yes ; Parking to be determined

Traffic: Existing Facility: Existing ADT 21,000 ; Projected ADT 25,000 ; Yr. 1990
Existing Level of Service B-C

Proposed Facility: Projected ADT 25,000 ; Yr. 1990
Projected Level of Service

734-3953 (10-75)

D. General Description of Project: (cont.)

business parking areas. These left turn stripings would cause the elimination of some roadside parking and change some angle parking to parallel. These three signals would be interconnected with existing signals at S.W. 25th Ave., S.W. 30th Ave.(Dosch Rd.), and Shattuck Rd. Pedestrian actuation would be installed in one or more of the new signals. The one at S.W. 25th is already pedestrian actuated. Pedestrian actuation of signals can be phased into interconnect systems. At S.W. 65th Ave. and Beaverton-Hillsdale Hwy., a bus pullout will be constructed. At Bertha Blvd. and Capitol Hwy. where they form an intersection with Beaverton-Hillsdale Hwy., a through lane for Tri-Met buses will be constructed, necessitating some right-of-way acquisition. Bus pullouts and bus pad locations will be determined through negotiations with Tri-Met. Their possible locations are included as an addendum to the location or design alternatives section of this assessment.

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels One
Yes, No

Acres 0.7 ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any:

May be required at the Bertha Blvd. and Capitol Hwy. intersection. To be determined in preliminary engineering. Local sources are available.

Type of Structure(s):

None

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project: The project has support of the Bridlemile-Robert Gray Neighborhood Association. Proposed Improvements would be in support of the Arterial Streets Classification Policy, which labels the Beaverton-Hillsdale Hwy. a major city traffic and major city transit street. The CRAG Board of Directors recommended the project in February 1978 to be funded from TSM Reserve Account (Category V) for Interstate Transfer Funds.

FHWA and/or OSHD approvals given, if any:

None

Location or Design Alternatives (identify and describe):

1. Do Nothing
2. Continuous left turn lane entire length of project. This project was determined to be out of scale for a TSM project and was not recommended by CRAG.
3. See attachments for possible sites of bus pads, pullouts, etc.
4. The proposed project.

Other Descriptive Information or Comments: On some sections within the limits of this project, shoulders are used by bicyclists. However, there is no opportunity for expanding bikeways in the limited areas proposed for improvement in this project. Other nearby arterials have designated bike routes. Information to warrant installation of signals at these intersections was not available as of the date of this assessment, but will be forthcoming from the city of Portland Bureau of Traffic Engineering.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

General Characteristics: The soil is noted as Cascade, which has moderate strength and is highly impervious. The slopes vary from flat to severe (0-30%). Grasses, shrubs, and mature trees are found within the right-of-way which can be expected to provide habitat for birds and small mammals.

Fanno Creek is the major collector of storm water runoff for this area. Portions of Fanno Creek are still in its natural open condition. For most of the length of the proposed project, the Beaverton-Hillsdale Hwy. roughly parallels the creek and follows the creek canyon.

2. Cultural:

Linear commercial and residential developments have been, and are continuing to be, built adjacent to the Beaverton-Hillsdale Hwy. Most of the residential development has been multi-family units. Commercial development has taken place near Shattuck Road and in the vicinity of 45th Avenue. There is a large commercial center on the north side of the highway in the vicinity of S.W. 65th Avenue.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

Right-of-way acquisition should be minor. There would be no displacement of existing businesses or residences. About .07 acre of undeveloped land may be converted to paving at Capitol Hwy. and Bertha Blvd.

2. Estimated Impact on Traffic Patterns:

This project will have little effect on existing capacity of Beaverton-Hillsdale Hwy. Improvements are aimed at safety, and local vehicular and pedestrian movement. Left turns north onto S.W. 45th Avenue from the highway would be enhanced.

Consequences--Air Quality, Noise, Safety, etc.:

The proposed project would increase pedestrian and vehicular safety. Noise levels would not be altered by the project.

3. Estimated Impact on Land Use:

No existing development would be displaced by this project. Improved safety and mobility for pedestrians and local vehicle traffic would increase the desirability of adjoining property for commercial or residential use.

Consequences:

The improved safety and accessibility to transit could lead to increased transit and pedestrian oriented commercial uses and increased residential densities.

4. Expected Impact on Natural Ecological Resources:

Small areas of grass, a few shrubs, and a few trees may be removed for construction of sidewalks and left turn lanes.

Consequences:

Minimal

5. Expected Impact on Cultural and Scenic Resources:

None

Consequences:

None

ADDENDUM

TSM PROJECTS - CITY OF PORTLAND (REVISED 12/28/77)

I. BEAVERTON-HILLSDALE HIGHWAY

$819,210

A. New Signal locations	
1. SW 39th (T-intersection)	46,000
2. SW 45th	63,000
3. SW 56th (T-intersection)	40,000
B. Existing signals with new left turn phases	
1. SW 30th/ Dosch (remodel 1965 signal)	20,000
2. SW Shattuck (replace old signal)	63,000
C. Signal system interconnect, above ground wiring & master Controller	70,000
D. Street lighting- relamp existing fixtures	40,000
E. Establish standard street section(s) so that that these improvements and later improvements fit together and support the ASCP classifications of: Major City Traffic and Transit Street, Pedestrian Path with Crossings and Boulevard.	no cost

Other proposed changes are shown on the attached map: *

F. Capitol/Bertha intersection: Improvements for transit operations, exact nature to be determined during PE and after Tri-Met SW Study is complete.	200,000

Objectives include:

1. faster time through intersection
2. Improved transfer capabilities
3. Increased transit accessibility to the Hillsdale shopping area.
4. Bus layover zones and turn-around routes for stub routes which may terminate here rather than continuing to the CBD.

* "Bus pad" includes shelter, concrete footing pad and additional sidewalk area for loading, waiting. typical cost: $3120/ea.

G. Bertha to SW 25th 78,740
1. Left turn to Bertha
2. southside sidewalk, 25th to Bertha
3. Two "Bus pads"*

H. SW 25th to SW 30th/Dosch 28,040
1. Control access to southside apartments
2. Two "bus pads" and center safety island at 27th
3. Two "bus pads" at 30th, one on fill

I. SW 33rd to SW 39th 46,560
1. Sidewalk on southside between 35th and 33rd bus shelters, eliminate 33rd outbound stop.
2. "Bus pad", safety island at 35th.
3. 39th: "bus pad" on north side, crosswalk at new signal, sidewalk on south side to bus turnout

J. SW 42nd to Boundary 47,590
1. Remove perpendicular on-street parking west of 45th
2. Left turn lane, 42nd to 45th
3. Sidewalk on north side from 39th to Boundary
4. Sidewalk on south side from 43rd to Boundary
5. BUS PAD AT 42ND (SOUTHSIDE)

K. SW 50th 11,290
1. Two "bus pads"
2. Sidewalk on northside from 50th to Shattuck

L. Shattuck to City Limits 37,990
1. Two "bus pads" at Shattuck
2. Sidewalk on northside from Shattuck to 59th
3. Sidewalk on southside from Shattuck to City Limits
4. "Bus pad" at Bethwood Apartments
5. ODOT left turn lane from Shattuck to 56th
6. Extend ODOT left turn lane for tennis center

M. Additional Bus Shelter Costs 27,000
1. Bus shelters @ 3000/ea., includes footings and installation

6. Preliminary Identification of Areas of Critical Concern:
None identified

7. Potential for Controversial Issues:
Some existing parking will be removed, and existing angle parking will be eliminated in front of some businesses.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans
The project is not expected to significantly affect air quality. An Indirect Source Permit would be required.

b. Noise Standards
The project will not change noise levels. Noise mitigation via berms or noise barriers is not feasible because adjacent properties require access. A noise study report will be required.

c. Water Quality Standards
The project will not alter existing conditions.

d. Area Land Use and Transportation Plans, and Zoning
Does not conflict with area zoning and is consistent with the city's Arterial Streets Classification Policy which classifies Beaverton-Hillsdale Hwy. as a major city traffic street and a major city transit street.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------   ----NON-MAJOR ACTION-----

SIGNIFICANT: NON-SIGNIFICANT:

____ D & FEIS   ____ D & F Neg.Dec.   X ASSESSMENT ONLY

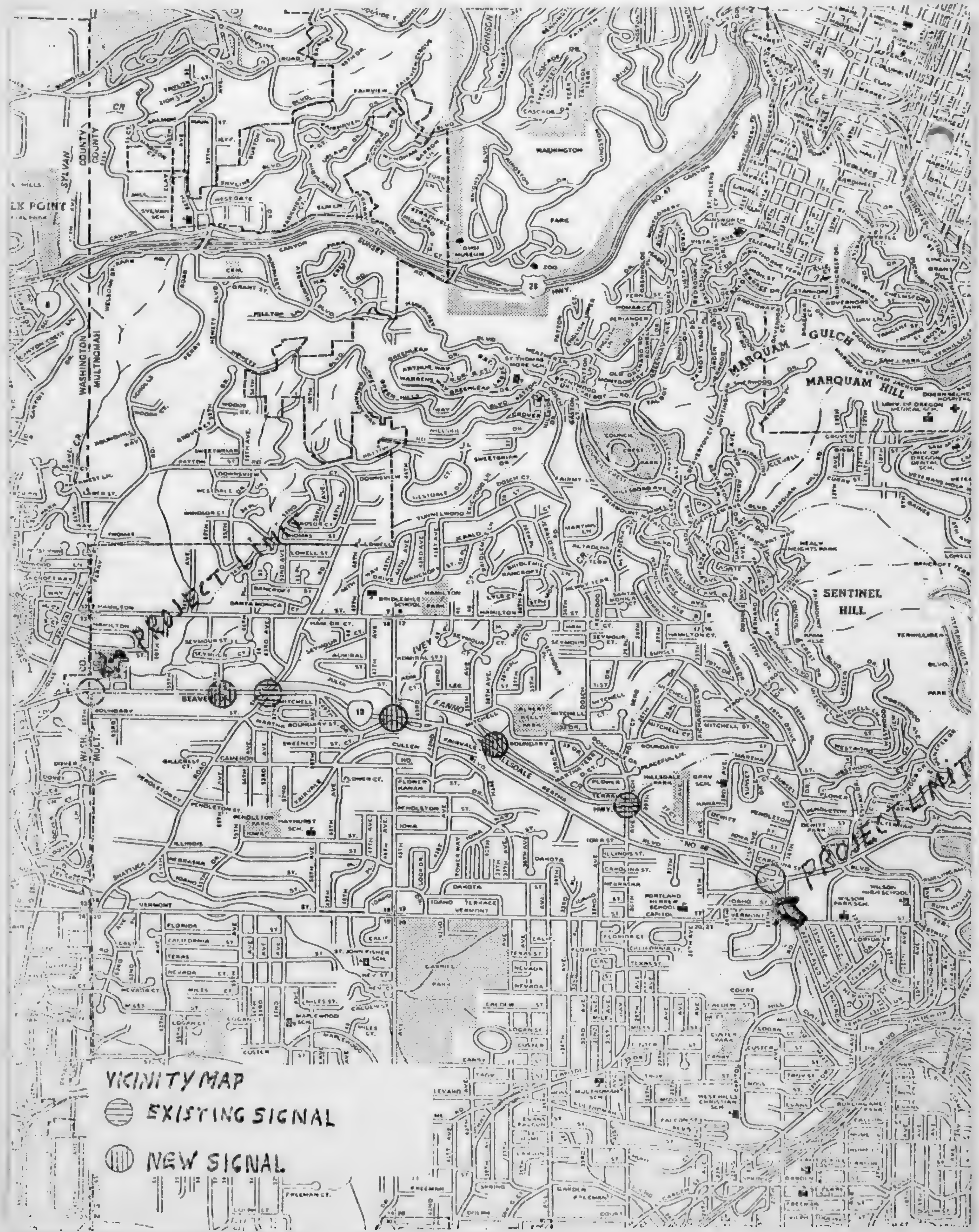
____ Section 4(f)   ____ Section 4(f)   ____ STATEWIDE ASSESSMENT

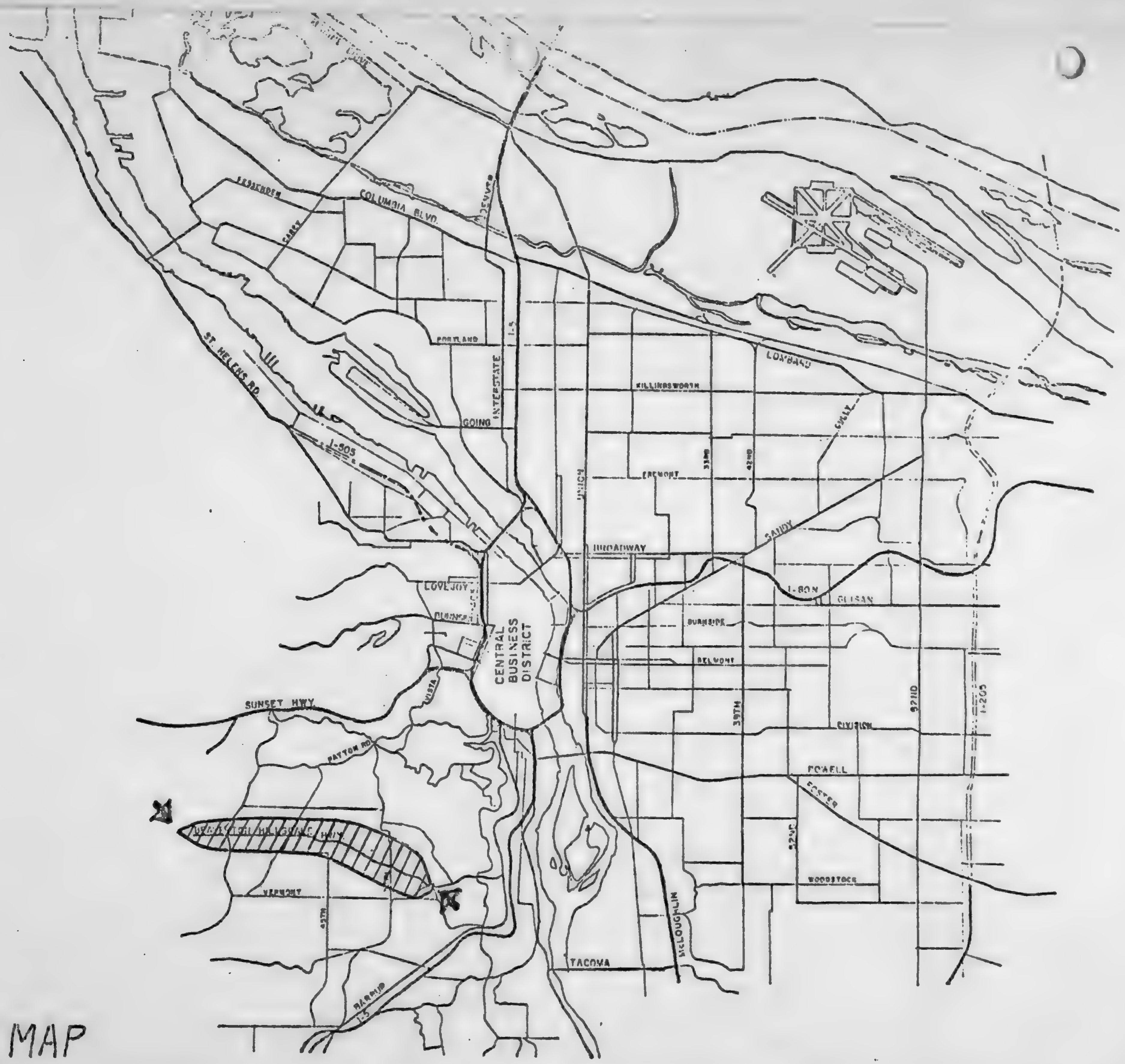
Basis for Type of Action and Documentation:

Since the project would have only local and temporary impacts on the human environment, it is recommended that it be classified as an assessment only action.

TBL

D. Recommended Project Category: ____ 1   ____ 2   X 3   ____ 4


VICINITY MAP
▤ EXISTING SIGNAL
▥ NEW SIGNAL
PROJECT LIMIT
PROJECT LIMIT
SENTINEL HILL
MARQUAM HILL
MARQUAM GULCH
WASHINGTON COUNTY
MULTNOMAH COUNTY
SYLVAN
WASH.
MULT.
19
26
SUNSET HWY.
CANYON RD.
HILLSDALE
BEAVERTON HILLSDALE HWY.
FANNO CR.
HAMILTON
VERMONT
GABRIEL PARK
WASHINGTON PARK


FESSENDEN
COLUMBIA BLVD.
CAREY
DENVER
PORTLAND
ST HELENS RD
LOMBARD
KILLINGSWORTH
GOING
INTERSTATE
I-5
I-505
FREMONT
33RD
42ND
CULLY
UNION
BROADWAY
SANDY
LOVEJOY
BURNSIDE
I-80N
GLISAN
CENTRAL BUSINESS DISTRICT
BELMONT
SUNSET HWY
VISTA
39TH
DIVISION
92ND
I-205
PATTON RD
POWELL
FOSTER
52ND
VERMONT
45TH
WOODSTOCK
McLOUGHLIN
TACOMA
BARBUR

VICINITY MAP

Transportation Systems Management Element
PROJECT DESCRIPTION SUMMARY

PROJECT: Continuous Left-turn Lane
LEAD AGENCY: Oregon State Highway Division
LOCATION: Hillsdale to Raleigh Hills on ORE 10 in Portland

EXISTING CONDITION

General Nature of the Problem: Left turns at many locations with no protection.

Quantitative Measures of the Problem Currently Compiled: N/A

PROPOSED IMPROVEMENTS

(___) Sketch Attached

TSM Action Applied:

Transportation Facilities

X Widen existing facilities
___ Preferential bus & HOV lanes
___ Exclusive lanes
___ Special bus turning lanes
___ Bikeways/pedestrianways
___ Bus turnouts

X Channelization
___ Signalization, new or improved
___ Signal computerization/progressive signalization
___ Metered freeway access
___ Bus preemption of signals

Others ___

Transportation Services & Support Facilities

X Removal of on-street parking
___ Parking price regulation
___ Carpool matching
___ Preferential Carpool parking
___ Park and ride facilities

___ Express bus service
___ Improved bus fares
___ Bus schedule changes
___ Improved service frequencies
___ Route changes & extensions

Others ___

ANTICIPATED RESULTS: Minimize accidents involving left-turning vehicles.

ALTERNATIVES CONSIDERED: Individual left-turn refuges.

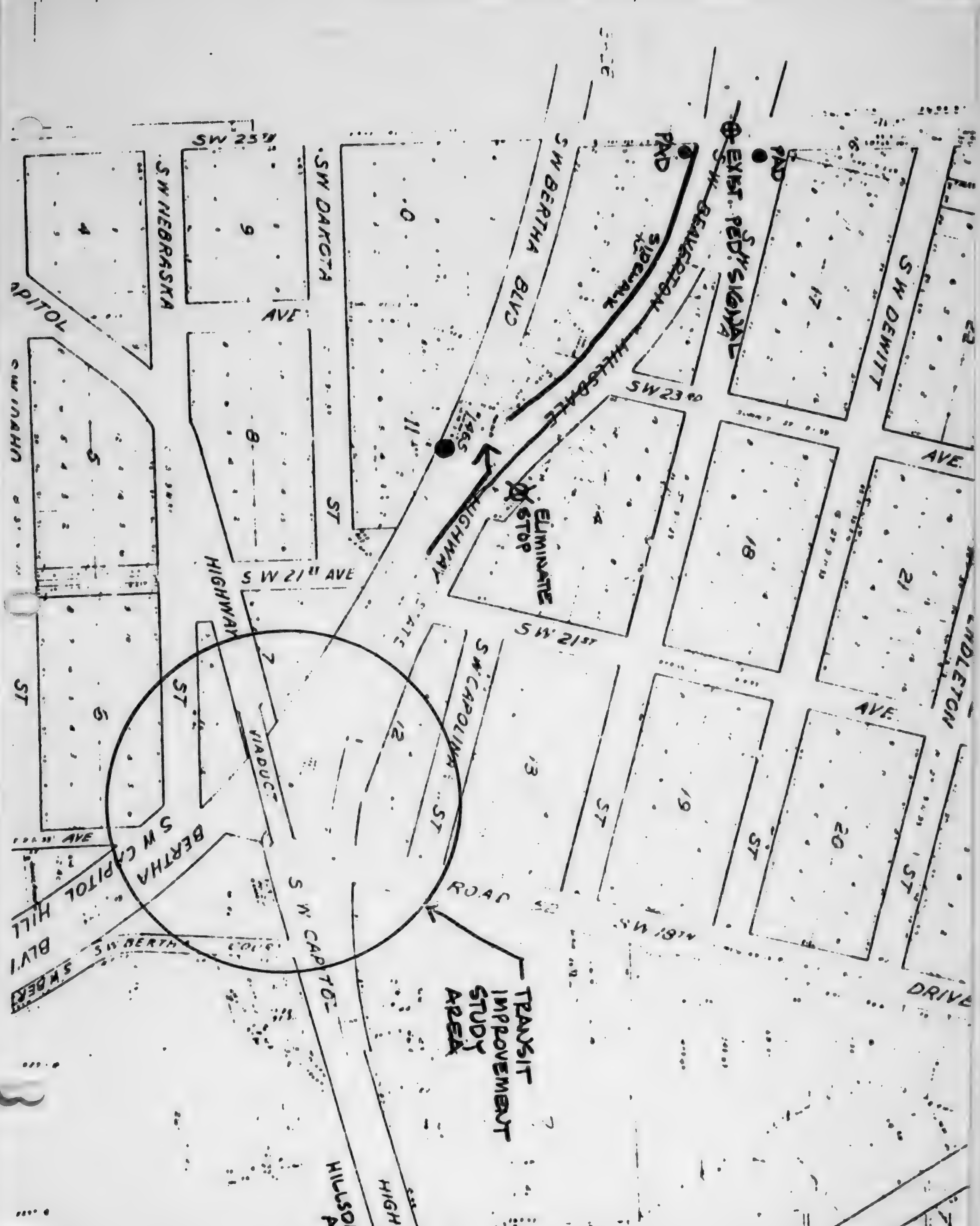
IMPLEMENTATION

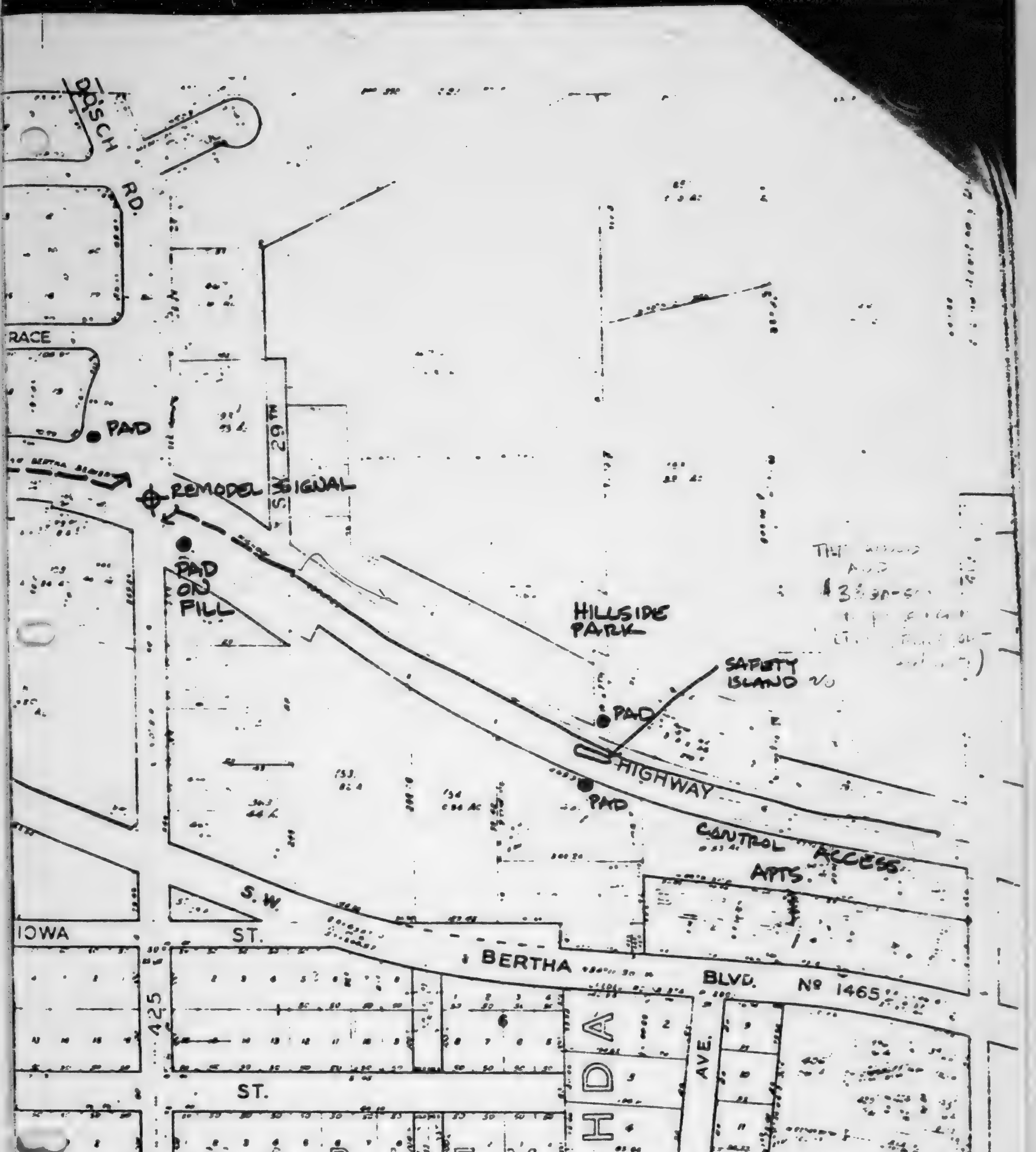
Approximate Cost: $750,000± R.O.W. Required ___Yes X No
Estimated Funding Year: ___FY78 ___FY79-82
Anticipated Funding Program:

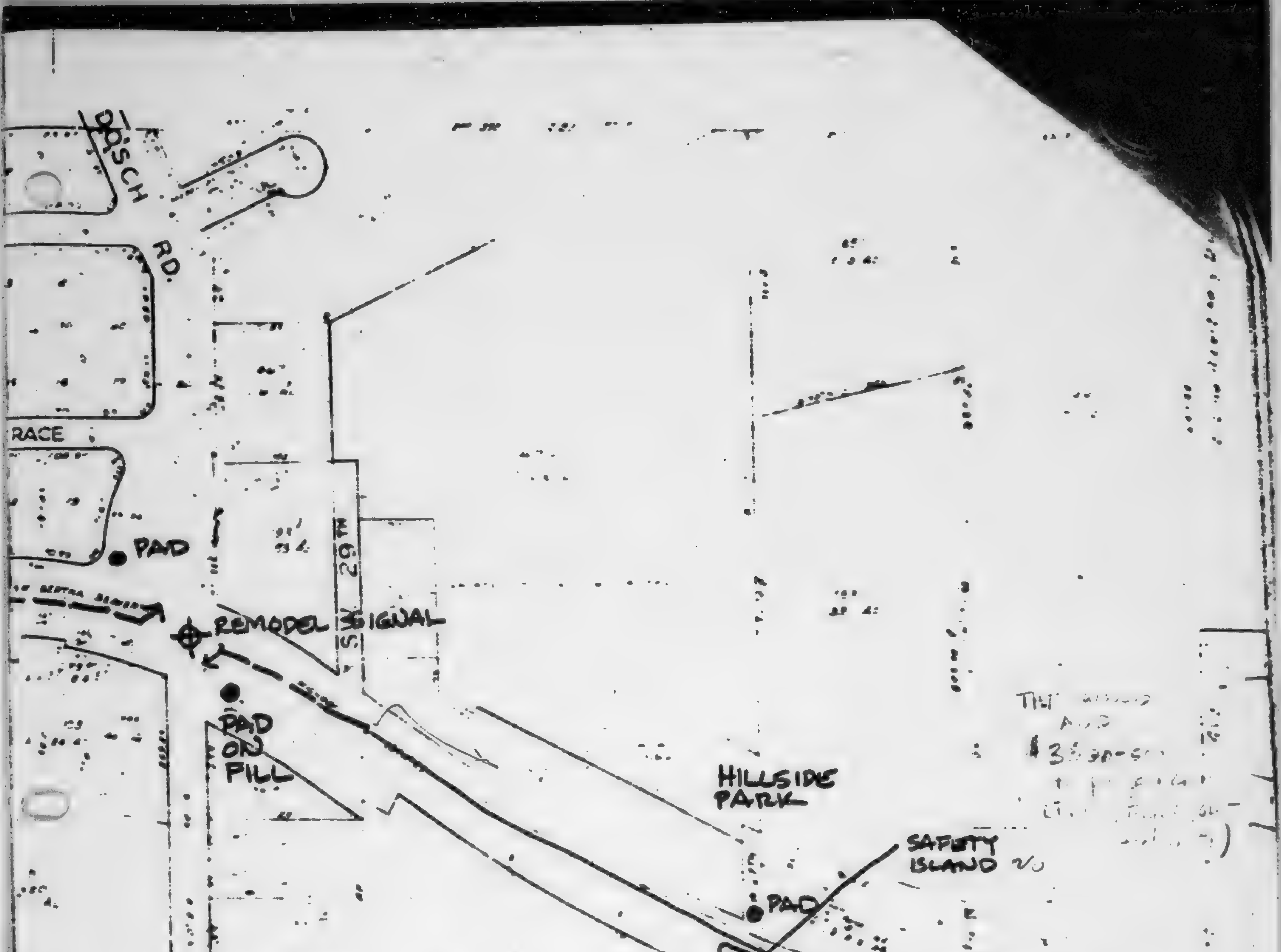
X FAUS
___ FAP
___ Title II, Safety

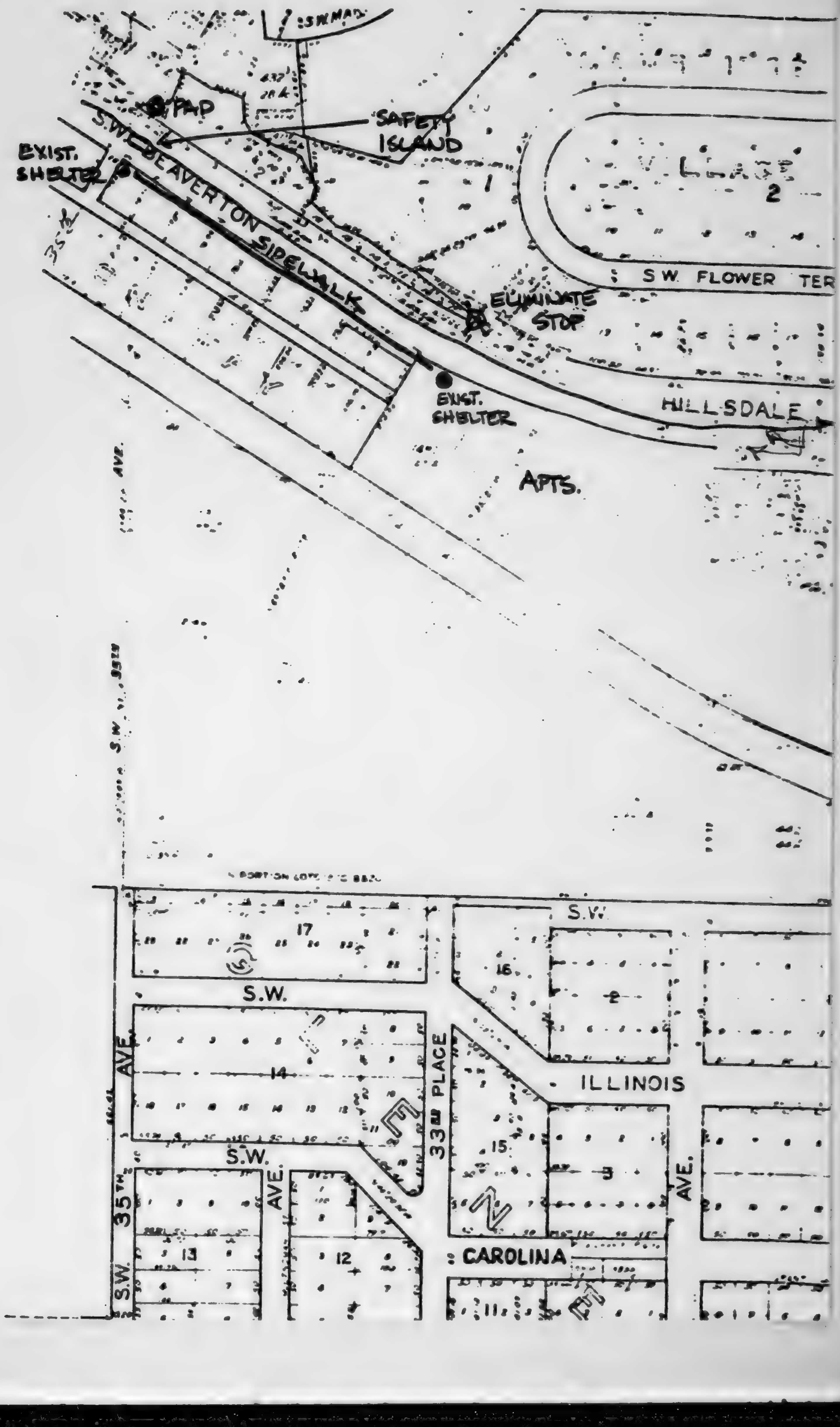
X Interstate Transfer
___ UMTA Section 3
___ UMTA Section 5

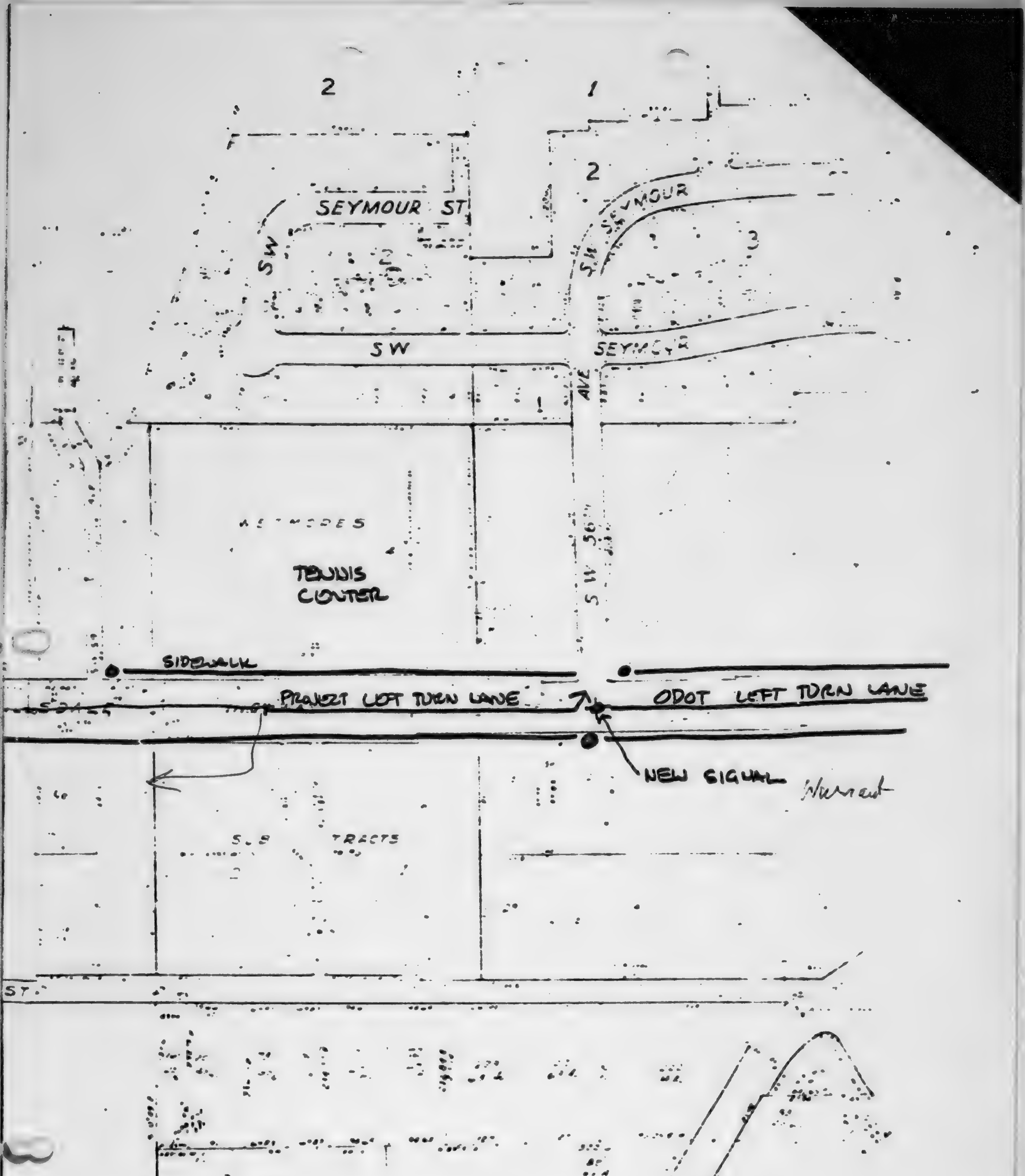
___ Local
Other ___

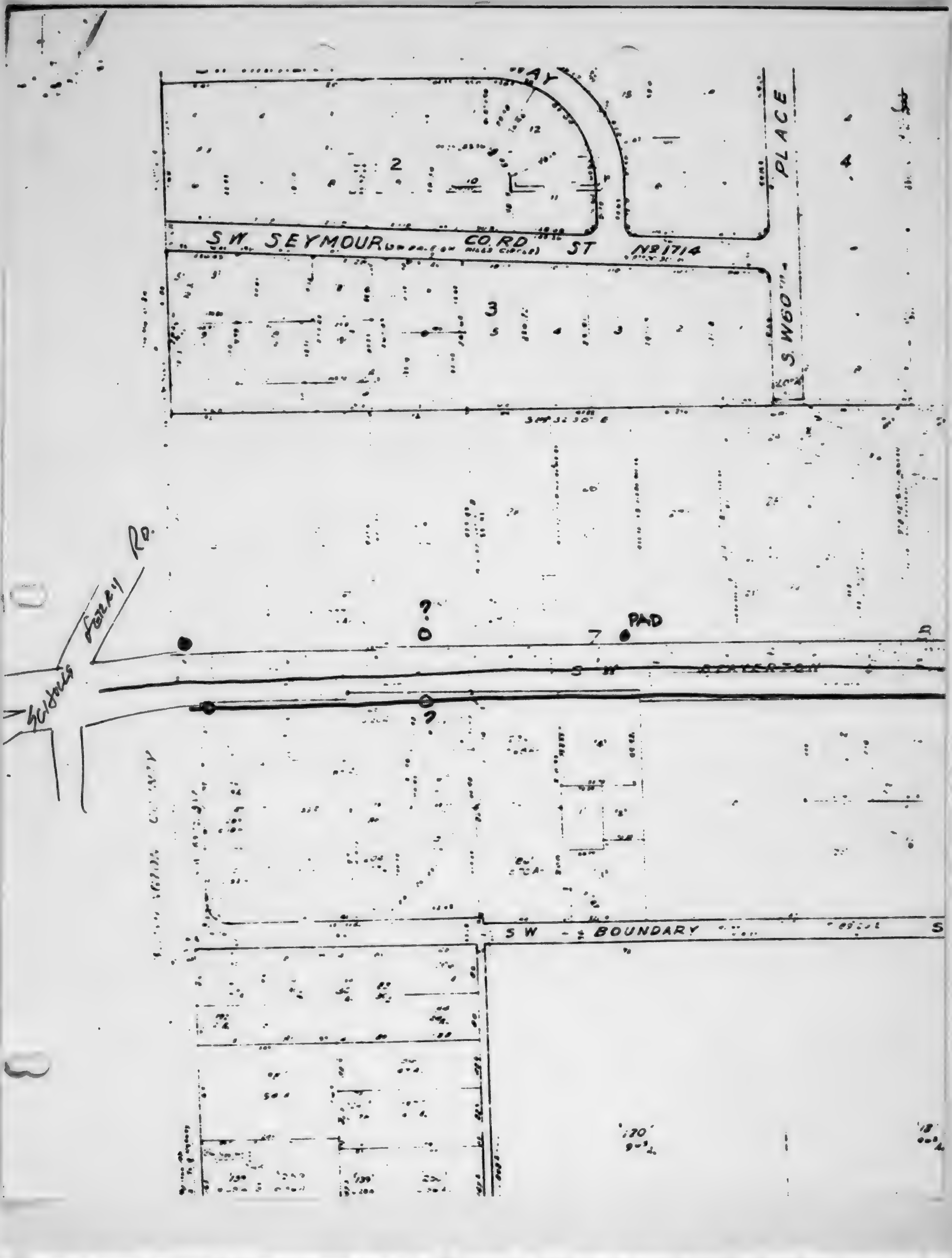

TRANSIT IMPROVEMENT STUDY AREA
EXIST. PED'SIGNAL
PAD
PAD
SIDEWALK
ELIMINATE STOP
1465
SW 25TH
SW NEBRASKA
SW DAKOTA
AVE
CAPITOL
SW IDAHO
ST
SW BERTHA BLVD
SW BEAVERTON HILLSDALE HIGHWAY
SW 23RD
AVE
SW DEWITT
SW 21ST AVE
HIGHWAY
VIADUCT
STATE
SW 21ST
SW CAROLINA
ST
AVE
PENDLETON
ST
ST
ST
SW BERTHA
SW CAPITOL HILL BLVD
SW BERTHA COURT
SW CAPITOL HIGHWAY
ROAD
SW 19TH
DRIVE
HILLSDALE
HIGH
4
5
6
9
8
7
10
11
12
13
14
17
18
19
20
21
22

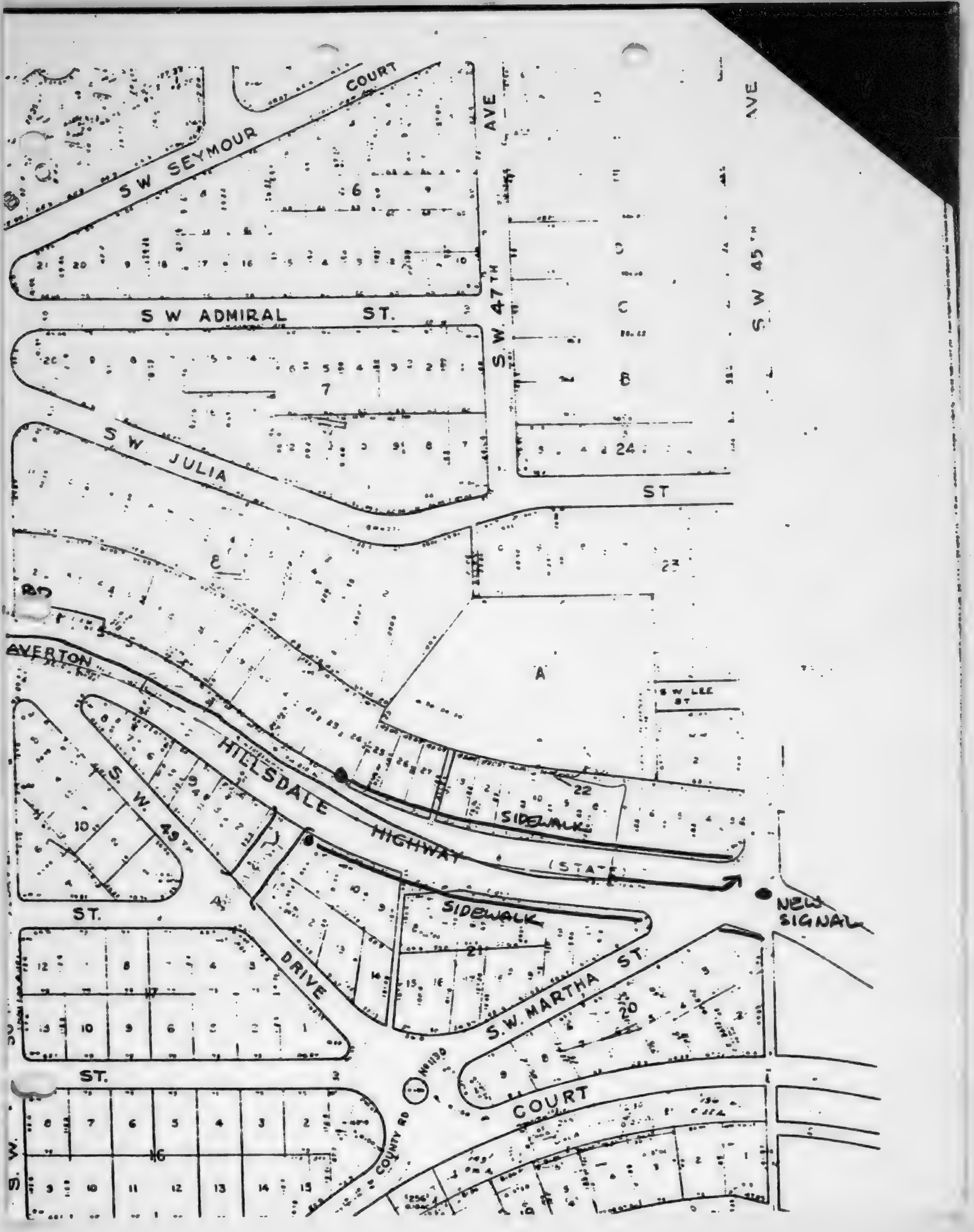

DOSCH RD.
RACE
PAD
BERTHA
REMODEL SIGNAL
S.W. 29TH
PAD ON FILL
HILLSIDE PARK
SAFETY ISLAND
PAD
HIGHWAY
PAD
CONTROL ACCESS
APTS.
S.W.
IOWA ST.
BERTHA BLVD. No 1465
425 AVE.
ST.
HARLEM
ROHDA
AVE.
S.W. 27TH
ST.

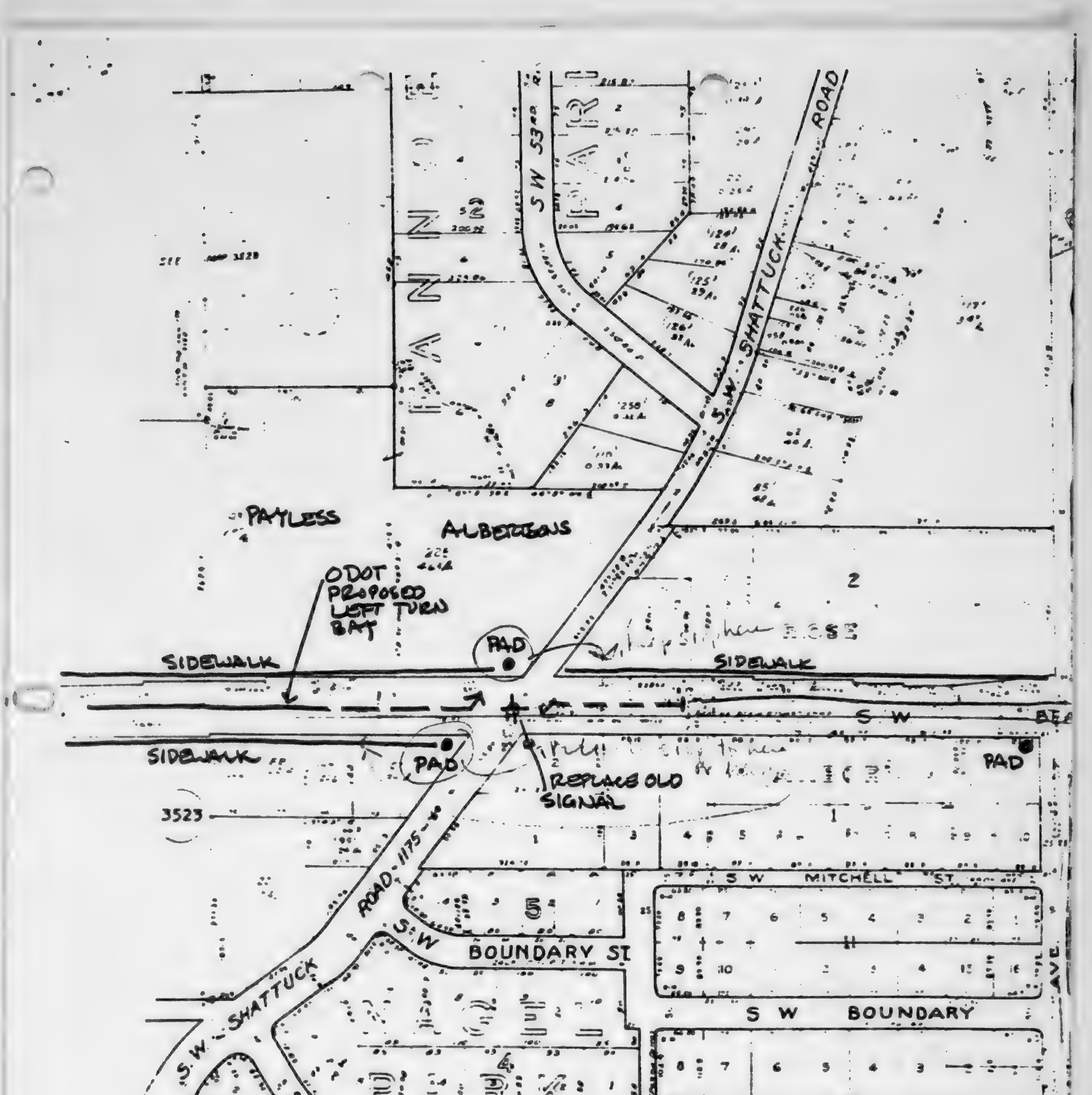

BOSCH RD.
RACE
PAD
BERTHA
REMODEL SIGNAL
S.W. 29TH
PAD ON FILL
HILLSIDE PARK
SAFETY ISLAND
PAD
HIGHWAY
PAD
CONTROL ACCESS
APTS.
S.W.
IOWA
ST.
BERTHA
BLVD.
Nº 1465
425
AVE.
ST.
HARLEM
ST.
RHODA
AVE.
S.W. 27TH

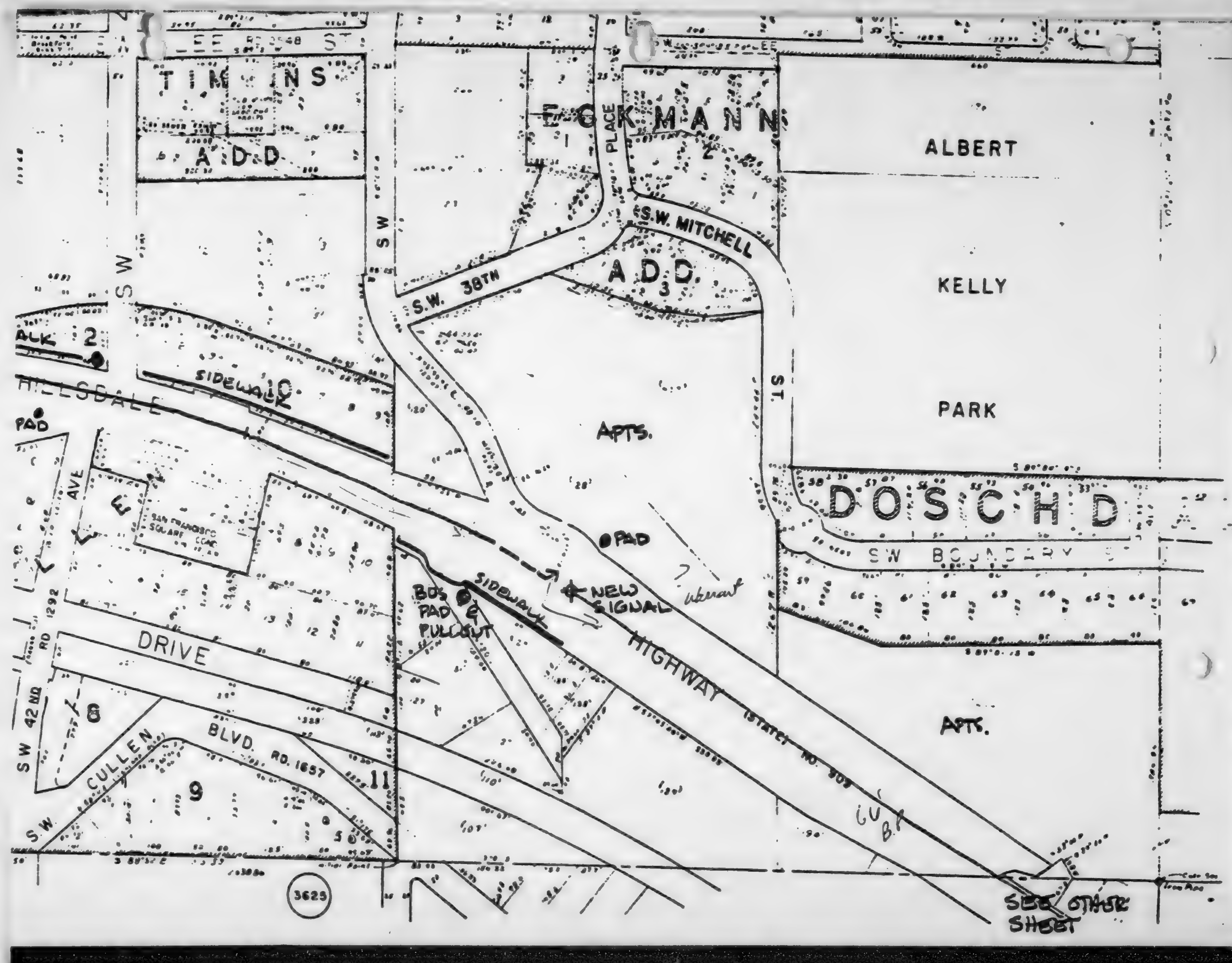

S.W. MAD
PAP
SAFETY ISLAND
EXIST. SHELTER
S.W. BEAVERTON
SIDEWALK
35th
VILLAGE
2
S.W. FLOWER TER
ELIMINATE STOP
EXIST. SHELTER
HILLSDALE
APTS.
S.W. AVE.
17
S.W.
16
2
S.W.
AVE.
14
33rd PLACE
ILLINOIS
AVE.
S.W.
15
3
35th AVE.
S.W.
13
12
CAROLINA
11


2
1
2
SEYMOUR ST
SW
SW SEYMOUR
3
2
SW
SEYMOUR
AVE
1
SW 56
TENNIS CENTER
SIDEWALK
PROJECT LEFT TURN LANE
ODOT LEFT TURN LANE
NEW SIGNAL
Warrant
SUB TRACTS
ST.

WAY
2
PLACE
4
S.W. SEYMOUR
CO.RD.
ST
No 1714
3
S.W. 60
Taylors Ferry RD.
?
0
7
PAD
S W
?
S W
BOUNDARY
S
120


S W SEYMOUR COURT
AVE
S W 47TH
S W 45TH AVE
6
S W ADMIRAL ST.
7
8
24
S W JULIA
ST
23
RD
AVERTON
A
S W LEE ST
HILLSDALE HIGHWAY (STATE)
SIDEWALK
22
SIDEWALK
NEW SIGNAL
S. W. 49TH
10
4
ST.
DRIVE
21
17
S.W. MARTHA ST
20
ST.
COUNTY RD
COURT
16


SW 53RD
S.W. SHATTUCK ROAD
PAYLESS
ALBERTSONS
225
ODOT PROPOSED LEFT TURN BAY
PAD
SIDEWALK
SIDEWALK
S.W. BEA
SIDEWALK
PAD
REPLACE OLD SIGNAL
PAD
3523
2
1
S.W. MITCHELL ST.
5
S.W. BOUNDARY ST.
ROAD 1175
S.W. SHATTUCK
S.W. BOUNDARY
4
S.W. MARTHA ST.
S.W. MARTHA
AVE.
AVE.
2
3
9
6
7
11
12
13
S.W. 52ND AVE.
S.W. 50TH AVE.
S.W.
S.W. SWEENEY


SW LEE RD 2548 ST
TIMMINS ADD
ECKMANN ADD
PLACE
1
2
3
S.W. MITCHELL
S.W. 38TH
SW
ST.
ALBERT KELLY PARK
DOSCHD
SW BOUNDARY ST
APTS.
APTS.
PAD
NEW SIGNAL
SIDEWALK
BUS PAD & PULLOUT
HIGHWAY (STATE) NO. 909
HILLSDALE
SIDEWALK
ALK
2
10
PAD
AVE
E
SAN FRANCISCO SQUARE COND.
DRIVE
RD 1292
SW 42ND
8
9
11
SW CULLEN BLVD. RD. 1657
SEE OTHER SHEET
3625

9922

FEDERAL AID PROJECT REQUEST

Date 4-17-78

Applicant Agency City of Portland

Request for: Off-System____, FAS-C____, FAUS____ Project "(e) - (4)" TSM

Federal Aid Route No. 9228 Route Name Ore 10

Project Name Beaverton-Hillsdale Highway TSM Project

Project Length 2.44 Miles Project Location (Attach sketch map)

Project Description This project will install 3 additional signals & remodel 2 existing traffic signals. Sidewalks and left turn refuges will be built in certain high need areas. Transit waiting areas will be improved at Transit stops. Improvements to be made at intersection of Capitol Hwy. and Bertha Blvd., for improved transit operation will be determined during PE.

Average Daily Traffic 20,500 Design Speed 45 mph some congested areas limited to 30 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width varies Travel Lanes 2 each direction Shoulders yes

Medians no Parking is allowed in many areas

Sidewalks generally no - some minor sections of sidewalks do exist.

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width varies Travel Lanes 11 to 12 ft. Shoulders To remain in some areas

Medians Flush Parking To be determined

Curbed Yes in some areas Length Curb Radii To be determined

Sidewalk/Bikeway Yes

Remarks Curbs & Sidewalks will be installed along certain sections

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80' Minimum 75' Maximum 110'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes________ No X

3. Will additional right-of-way be needed? Yes X No________
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No________
Remarks Some right of way may be required in the vicinity of the Capitol Hwy. Bertha Blvd. intersection with Beaverton-Hillsdale Hwy.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

(1) @ 25th Ave. (Ped. Push Button Signal); (2) @ Dosch Rd. & 30th Ave. (Fixed Time, 2 phase); (3) @ Shattuck Rd. (Fixed Time, 2 Phase)

2. Proposed Signalization: New signals @ (1) SW 39th Ave. (2) SW 45th Ave. (3)

Location SW 56th Ave; Existing signal at Shattuck to be completely replaced: Existing signal at Dosch 30th to be remodeled.
Type Actuation
Phases 3-4
Type of Suspension Span wire
Interconnected Above ground wiring
Remarks

3. Permanent Signing:

Include in project or by applicant? Included in Project

4. Permanent Striping:

Include in project or by applicant? Included in Project

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

1,000 watt Mercury Vapor

2. Proposed Illumination:

Location Remain in existing location
Type High pressure sodium vapor

Remarks Cut off Luminar es to be installed on utility poles. Project to pay for removal costs.

V. STRUCTURE DATA

1. Existing Structure:

Location Existing 4 lane overcrossing of Bertha Blvd.
Type Reinforced concrete
Approach Roadway Width Shoulder Width
Length Width
To remain in place? Yes

2. Proposed Structure:

Location Bus shelters, locations to be determined (Standard Tri-Met bus shelters) to be provided by Tri-Met.
Approximate Size: Length Width

Are sidewalk/bikeways desired:

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Bureau of Street & Structural Engineering Office
2. Environmental	Bureau of Street & Structural Engineering Office
3. Public Hearing	Bureau of Street & Structural Engineering Office

Remarks Contact person: Glen Pierce

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant * State X Consultant ____

2. **Project construction engineering to be performed by:**

Applicant X State X Consultant ____

3. **Will applicant perform any work prior to or after award of contract?**
Yes X No ____
If "yes," describe briefly: Preliminary Design

4. **Applicant's estimate of cost for requested project:**

Roadway Work	$ 400,000
Right-of-way costs (if participating)	8,000
Traffic control	272,000
Illumination	35,000
Structures	
Railroad	
Other	
Preliminary engineering	110,000
PROJECT TOTAL	$ 825,000

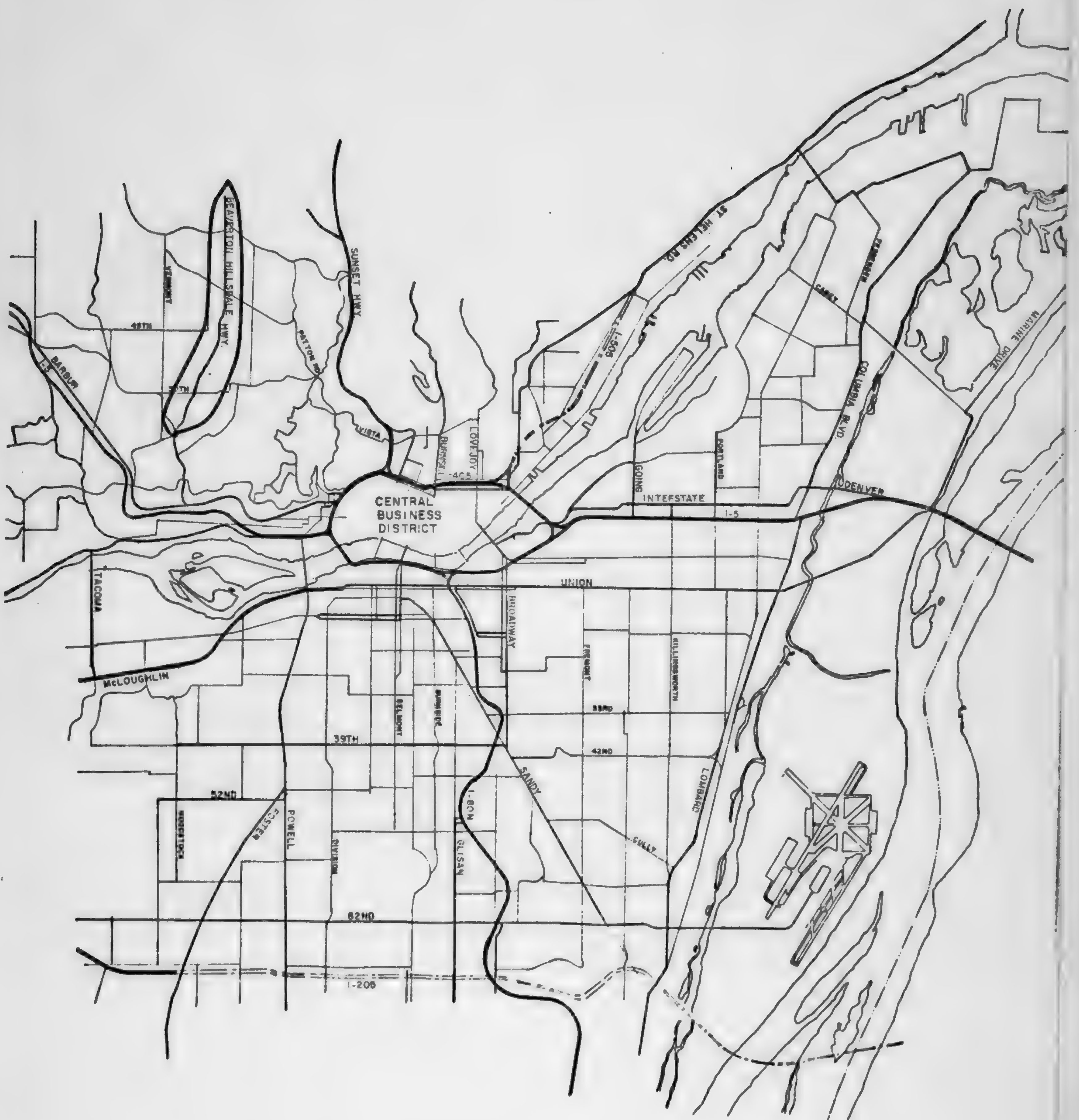
Remarks ____

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF Portland and/or ____ COUNTY

By ____
City Engineer
By ____
Commissioner of Public Works

By ____
By ____
By ____


BEAVERTON HILLSDALE HWY.
SUNSET HWY.
VERMONT
49TH
35TH
BARBUR
I-5
PATTON RD
VISTA
BURNSIDE
LOVEJOY
I-405
ST. HELENS RD
I-505
CAREY
COLUMBIA BLVD.
MARINE DRIVE
GOING
PORTLAND
INTEFSTATE
I-5
DENVER
CENTRAL
BUSINESS
DISTRICT
UNION
TACOMA
McLOUGHLIN
BROADWAY
FREMONT
KILLINGSWORTH
BELMONT
BURNSIDE
33RD
39TH
42ND
SANDY
LOMBARD
52ND
WOODSTOCK
FOSTER
POWELL
DIVISION
I-80N
GLISAN
CULLY
82ND
I-205

1985 Pine Grove Rock Production 9923
Proj. on Wapinitia Hwy.

9923

May 21, 1986

CON 5 - #9923

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On March 6, 1986, we wrote to you concerning release of final payment on Contract No. 9923 awarded to J. Arlie Bryant, Inc. for rock production on the Pine Grove Section of the Wapinitia Highway in Wasco County.

Final payment on this contract is $5,600.00 and the total contract amount is $161,873.87. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: J. Arlie Bryant, Inc.
2000 West Sixth Street
The Dalles, OR 97058

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9923

J. ARLIE BRYANT, INC.

(503) 296-2129 2000 WEST 6TH STREET
THE DALLES, OREGON 97058

April 23, 1986

Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen

Re: Contract # 9980
Hay Creek Rock Production Projects

Dear Sir:

We are in receipt of your letter dated April 21, 1986 advising us of a final payment on the above mentioned Contract with the Total being $742,378.43 including $7,701.97 for work performed under the Force Account.

Please be advised that our records show this contract to be fully paid in the amount of $182,126.71 plus Force Account amount of $618.61.

However, we would like to call to your attention that concerning Contract # 9923, Pine Grove Rock Production that there is a retainage amount of $5,000.00 due us. This contract was completed May 21, 1985 and we would appreciate any assistance you can give us toward clearing up final payment on this contract.

Sincerely yours,

J. ARLIE BRYANT, INC.

John C. Bryant
President

JCB/fw

Enclosures: Copy OSHD Letter dated Apr. 21,1986
Copy of Contract Voucher Contact # 9980

CC: United Pacific Insurance Co.
Bonding Department
33405 8th Ave. S., C-3000
Federal Way, Washington 98009

RECEIVED
APR 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9923

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9923

TO: Robert Gormsen
Manager, Commission Services

DATE: February 26, 1986

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9923 , On Site Work Substantially Completed May 21, 1985
All Work Completed	July 12, 1985
Project	Pine Grove Rock Production
Highway	Wapinitia
County	Wasco
Type of Work	Rock Production
Contractor	J. Arlie Bryant, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-6-86 - Surety letter written.

noted MG.

RECEIVED
FEB 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 17, 1985

FROM: O. B. Jackmond
Contract Administration Engineer

O. B. Jackmond

SUBJECT: Request for Increase in Project Authorization
Pine Grove Rock Production Section
Wapinitia Highway, Wasco County
Contract No. 9923

This State financed rock production project has recently been completed and it is now apparent that the final cost will exceed the project authorization by $17,100.00 or 11 percent.

The overrun was caused solely by overproduction of the two sizes of aggregate in stockpiles. The piles were constructed with bottom-dump hauling units and shaped with a bulldozer. Control stakes were lost in this process and the piles were not filled and shaped to a measurable condition until after completion of production. Consequently, the only production estimates readily available were based on truck counts and these proved to be inaccurate, resulting in the cited overrun of quantities.

There are sufficient funds available in the category of work. There is no federal participation involved.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $17,100.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. D. Allen
W. R. Meritt
B. M. Walton
D. L. Trout

NOTED
W E SCHWARTZ

RECEIVED
STATE HWY ENGR

AUG 30 '85

REFER TO
Orig to Jackmond 9/4

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Rejected- WES

Bryant - If stated reason for overrun is correct, I don't believe we should pay for. I suggest we pay for overrun to 5% which should be a reasonable allowance for poor estimating. The Contractor can eat the rest of the overrun WES

25-1307

Form E-572 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Pine Grove Rock Production Date August 6, 1985

Highway Wapinitia Contract No. 9923

County Wasco Kind of Work Rock Production Contractor J. Arlie Bryant

	Authorized	Estimated	
Contract Amount	$139,840.00	$164,423.87	
Anticipated Items	0.00	0.00	
Contingency (4½%)	6,262.80	44.53 ~~0.00~~	
Engineering	12,585.60	14,500.00	
Credits	0.00	3,150.00	
PROJECT COST	$158,718.40	175,818.40 ~~$175,773.87~~	
NET INCREASE $		17,100.00 ~~$17,015.47~~	10.8%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
1/2" - #10 Material in Stockpile (C)	$132,393.15	+$18,313.15
1/4" - #10 Material in Stockpile (C)	32,030.72	+ 6,270.72
Engineering	14,500.00	+ 1,914.40

Principal reasons for overruns (Continue on reverse side). [illegible] quantities for the aggregates in stockpile which, in turn, increased the engineering costs resulting in a 10.7% overrun of the authorization.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______ Resident Engineer

Noted by ______ For Construction or Bridge Engineer

Confirmed by ______ 8/13/85 Division Engineer

Noted by ______ Deputy or State Highway Engineer

SP*23760-734

ROUGH DRAFT FOR MR. HUNTER'S CONSIDERATION

O.K. -

DATE: September 17, 1985

TO: Oregon Transportation Commission

CON 5

FROM: E. S. Hunter, P.E., P.L.S.
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Pine Grove Rock Production Section
Wapinitia Highway, Wasco County
Contract No. 9923

This State financed rock production project has recently been completed and it is now apparent that the final cost will exceed the project authorization by $17,100.00 or 11 percent.

The overrun was caused solely by overproduction of the two sizes of aggregate in stockpiles. The piles were constructed with bottom-dump hauling units and shaped with a bulldozer. Control stakes were lost in this process and the piles were not filled and shaped to a measurable condition until after completion of production. Consequently, the only production estimates readily available were based on truck counts and these proved to be inaccurate, resulting in the cited overrun of quantities.

There are sufficient funds available in the category of work. There is no federal participation involved.

I recommend that the authorization be increased by $17,100.00 to a new total of $175,818.40. This matter will be on the consent calendar for the September 17 meeting.

ESH:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
D. D. Allen
George Bell

9923

t

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pine Grove Rock Prod

WEEK ENDING: July 13, 1985

SECTION PREFIX: 033-8327

HIGHWAY: Wapinitia

COUNTY: Wasco

NAME OF JOB: Pine Grove Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: J. Arlie Bryant, Inc.

CONTRACT NUMBER: 9923

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: November 6, 1984

DATE WORK STARTED: March 13, 1985

ESTIMATED COMPLETION DATE: May 21, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED: 201

SPECIFIED COMPLETION DATE: April 30, 1985

PERCENT OF TIME ELAPSED: 110

PROJECT AUTHORIZATION: $ 158,718.40

EXCLUSIVE OF ENGINEERING: $ 146,132.60

ENGINEERING AUTHORIZATION: $ 12,585.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 139,840.00

ENGINEERING COST TO DATE: $ 10,167.32

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~XXXXXX~~ UNDERRUN 4.5%

PERCENT OF AUTHORIZATION: 80.8%

DATE PROJECT WAS COMPLETED: May 21, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

1/2"-#10	1/4"-#10	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100						

	~~1/2-#10~~ Material	~~1/4-#10~~ Material	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,500 CY	3,500 CY			
TOTAL QUANTITIES CORRECTED TO DATE	17,988 CY	4,352 CY			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	17,988 CY	4,352 CY			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Contract work extended beyond the specified completion date.				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	07	Clear - Hot	0		
MONDAY	08	Clear - Hot	0		
TUESDAY	09	Clear - Hot	0		
WEDNESDAY	10	Clear - Hot	0		
THURSDAY	11	Clear - Hot	0		
FRIDAY	05	Clear - Hot	0		
SATURDAY	06	Clear - Hot	0		

CE E CAE RECEIVED LS TC
COE OM SA CC
OE JUL 15 1985 FE CP
CA PQC
CAM CONSTRUCTION QCS
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

07 SUNDAY	No activity.
08 MONDAY	No activity.
09 TUESDAY	No activity.
10 WEDNESDAY	No activity.
11 THURSDAY	No activity.
05 FRIDAY	No activity.
06 SATURDAY	No activity.

REMARKS

This Week: Work on semi final estimate was completed on July 9, 1985. This data was also submitted through Region 4 the same date.

FINAL REPORT

SIGNED W. Reid Meritt LOCATION The Dalles

W. Reid Meritt, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

NOTED
W. E. SCHWARTZ

July 8, 1985

CON

J. Arlie Bryant, Inc.
2000 W 6th Street
The Dalles, Oregon 97058

Time Extension Request
Pine Grove Rock Production Project
Contract No. 9923

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 20 calendar days of contract time due to snow and wet conditions in the quarry site from February 1 to March 13, 1985 and due to the state's preparation of the stockpile site not being completed until April 17, 1985.

The weather conditions claimed are reasonably predictable during this time period in the vicinity of the quarry and are not a valid reason for adjustment of contract time. The state's stockpile site preparation did not delay the project and no additional time is warranted for this reason. Your request was not submitted in a timely manner, as required by Sections 108.08 and 108.09 of the Standard Specifications, and therefore cannot be considered.

For all of the above reasons your request for additional contract time is denied. There remain 21 calendar days of liquidated damages under this contract.

/s/ C. O. Fredrickson
W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:lmf sl

bc H. S. Coulter
C. O. Fredrickson
Dale Allen w/att.
Reid Meritt w/att.

STATE OF OREGON

INTEROFFICE MEMO

TO: Chuck Fredrickson
Construction Engineer

DATE: June 24, 1985

FROM: Steve Macnab
Steve Macnab
Region Operations Engineer

SUBJECT: Time Extension Request
Pine Grove Rock Production Project
Contract #9923

Attached for your review is a request from the Contractor for additional time. Also enclosed is a copy of Reid Meritt's analysis and recommendations.

Dale Allen and I have both reviewed the report by Mr. Meritt and concur with his findings that no additional time be granted under the contract. If additional information is needed by your office, please let me know.

SHM:br

Enclosure

CC: Reid Meritt

7-5-85

W. E. Schwartz -

I concur with Region and Proj. Mgr. and recommend that this request be denied.

O. B. Johnson

CE.... CAE.... RECEIVED LS.... TC....
COE.... OM.... SA.... CC....
OE.... JUN 26 1985 FE.... CP....
CA.... FQC....
CAM.... CONSTRUCTION QCS....
EEO.... SECTION FILE....

1985 Shaniko Rock Production Proj. 9924
on Shaniko-Fossil Hwy.

9924

N

November 21, 1985

Industrial Indemnity Company
of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#9924

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 9924 awarded to Grant County Redi-Mix for the Shaniko Rock Production Project on the Shaniko-Fossil Highway in Wasco County.

Final payment on this contract is $1,000 and the total contract amount is $105,827.76. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Grant County Redi-Mix
P.O. Box 340
John Day, OR 97845

bc: C. O. Fredrickson
Walt Hart
Dale Allen

FKN:arc

NOTED ON CARD
11-21-85ac

9924

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 7, 1985

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9924, On Site Work Substantially Completed June 5, 1985

All Work Completed August 5, 1985

Project Shaniko Rock Production

Highway Shaniko-Fossil

County Wasco

Type of Work Rock Production

Contractor Grant County Redi-Mix

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV 0 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

N

October 3, 1985

Grant County Redi-Mix
P. O. Box 340
John Day, OR 97845

CON 5

Re: Time Extension Request
Shaniko Rock Production
Contract No. 9924

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 41 calendar days of contract time due to weather conditions in the material source.

Reasonably predictable weather conditions are not normally a valid reason for adjustment of contract time. (See Standard Specifications 108.09). The weather conditions encountered are deemed to have been reasonably predictable and your request is accordingly denied.

Although not requested by you, we do recognize that the final five calendar days of time charged to this project were days on which you were producing crushed aggregate for Wasco County and should not be charged against this contract. A contract time adjustment of an additional five calendar days is granted to restore this time.

The adjusted contract time of completion of this contract is May 5, 1985. There remains 31 calendar days of liquidated damages under this contract.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager Reid Meritt.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Dale Allen w/att.
Reid Meritt w/att.
Bruce Walton
TE/201

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: August 29, 1985

FROM: Steve Macnab
Steve Macnab
Region Operations Engineer

SUBJECT: Request for Time Extension
Shaniko Rock Production

CE__ CAE__ RECEIVED LS__ TC__
COE__ OM__ SA__ CC__
OE__
CA__ SEP 04 1985 FE__ CP__
POC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE__

Attached is a request for adjustment of the completion date on the subject project from April 30 to June 10, 1985. Weather is the Contractor's primary justification for this adjustment. Also included is Reid Meritt's analysis and recommendation.

The work was bid on a competitive basis with the completion date known. Adjustments for reasons of weather are not normally a consideration per subsection 108.09(d). Weather conditions during the contract period were not unusual and could have been reasonably predicted. According to Mr. Meritt's information, the Contractor did not perform on the contract in a timely manner which lead to the late completion.

Region recommends the following:

(1) Adjustments of contract time for reason given in the Contractor's request be denied.

(2) Final completion date of April 30, 1985, be adjusted five days to May 5, 1985, to cover the time used by the Contractor to crush material for Wasco County, outside of the contract.

10-2-85

SHM:br

W. E. Schwartz -

Enclosures

I concur with Region and Project Manager.

CC: Reid Meritt

O. B. Jackmond

S-1387

N

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Shaniko Rock Prod

WEEK ENDING: August 10, 1985

SECTION PREFIX: C09924

HIGHWAY: Shaniko - Fossil

COUNTY: Wasco

NAME OF JOB: Shaniko Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Richard D. & Dorothy Jean Reid

CONTRACT NUMBER: 9924

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: November 6, 1984

DATE WORK STARTED: February 25, 1985

ESTIMATED COMPLETION DATE: June 5, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED: 212

SPECIFIED COMPLETION DATE: April 30, 1985

PERCENT OF TIME ELAPSED: 120

PROJECT AUTHORIZATION: $ 140,417.66

EXCLUSIVE OF ENGINEERING: $ 129,283.22

ENGINEERING AUTHORIZATION: $ 11,134.44

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 123,716.00

ENGINEERING COST TO DATE: $ 14,800.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 4.5 %

PERCENT OF AUTHORIZATION: 132.9 %

DATE PROJECT WAS COMPLETED: June 5, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

3/4"-1/2"	1/2"-#10	1/4"-#10
100	100	100

	BASE 3/4-1/2 Material	OIL AND/OR PAVE. 1/2-#10 Material	MAT'L. PROD. 1/4-#10 Material	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,000 CY	14,500 CY	3,200 CY		
TOTAL QUANTITIES CORRECTED TO DATE	1,966 CY	14,583 CY	3,013 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,966 CY	14,583 CY	3,013 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY		0			
HOURS PER SHIFT		0			

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	04	Cldy - Warm	0		
MONDAY	05	Cldy - Warm	0		
TUESDAY	06	Cldy - Warm	0		
WEDNESDAY	07	Cldy - Warm	0		
THURSDAY	08	Cldy - Warm	0		
FRIDAY	02	Cldy - Warm	0		
SATURDAY	03	Cldy - Warm	0		

F CAE RECEIVED LS
CE CM CA CC
OE FE CP
CA ECC
CAM CONSTRUCTION CCS
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

04 SUNDAY	No activity.
05 MONDAY	No activity.
06 TUESDAY	No activity.
07 WEDNESDAY	No activity.
08 THURSDAY	No activity.
02 FRIDAY	No activity.
03 SATURDAY	No activity.

REMARKS

This Week: Semifinal estimate and related data submitted through Region 4 on August 9, 1985.

****
*   *
* FINAL REPORT *
*   *
****

SIGNED W. Reid Meritt LOCATION The Dalles

W. Reid Meritt, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

1985 Hole In The Wall Sec, Baker- 9925
Copperfield Hwy. E. of Baker.
(gr, surf.)

C+H 8302 10-18-84

99.25

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
RESEARCH UNIT, 800 Airport Rd. S.E.
Salem, OR 97310 (503) 378-2318

In Reply Refer to
File No.:

RES 6
OR87-01

Copy
MA 6-1 5-1
#10, 214

Date: July 5, 1989

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: For W.J. Quinn Keith L. Martin
Engineer of Materials & Research

Subject: Final Report: "Verglimit at Hole-in-the Wall Section"
Experimental feature # OR 87-01

We are delivering 10 copies of the final report for the subject project to Cal Frobig.

Copies will be distributed to the ODOT Library and other interested parties.

A Research Note, summarizing this report, is being prepared for general distribution to all Highway Division units.

The final form 1461 for the project is attached.

RDP
report.ltr

cc: William Anhorn
Joe Schlieski w/attach

VP

RECEIVED
STATE HWY ENGR
JUL 6 '89
ASSIGNED TO
FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE

[illegible]

STATE COPY

FINAL ACCEPTANCE REPORT

U.S. Department of Transportation
Federal Highway Administration

REGION NO. 10	REPORT NO. 8	COUNTY Baker	DIVISION Oregon
DATE OF REPORT March 15, 1989	REPORT MADE BY 3-15-89 T. P. Lowe, Area Engineer		PROJECT NO. ER-331(4)
COMPLETION DATE (Actual) November 6, 1987	ACCEPTANCE DATE BY CONRTACT AGENCY April 26, 1988	TIME ELAPSED 100%	CONTRACT TIME CDC-July 31, 1987
LOCATION See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

Copy [illegible]

HOLE-IN-THE-WALL SLIDE SECTION
Baker - Copperfield Highway
Grading, Paving, and Structure

Project Description:

This project provided for construction of a section of highway on new alignment thus avoiding "The Hole in the Wall Slide." The work involved two concrete structures and a substantial amount of grading and surfacing work.

Time:

A twenty day time extension was granted. No liquidated damages were assessed.

Cost:

The final cost of $4,379,000.00 is about five percent more than the original authorization.

RECEIVED
STATE HWY ENGR
APR -3 '89
ASSIGNED TO
Husby
FOR

Cy
4-10

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 3/15/89	TITLE District Engineer	DATE 3/17/89

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

4922
jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-331(4)

2. STATE PROJECT NO.

2A. COUNTY NAME Baker

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-4

6. TO

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Copy
MA [illegible]
[illegible]

RECEIVED
STATE HWY ENGR
MAY 5 '88
REFER TO
G. Imoue
FOR

Orig to
5/5

7. DATE AUTHORIZATION EFFECTIVE March 24, 1988

8. FEDERAL ROUTE NUMBER FAS 182

9. STATE ROUTE NUMBER 12

10. GENERAL LOCATION:

Hole-in-the-Wall Slide Section

11. GENERAL DESCRIPTION OF WORK

Remove and replace 900 ft. section of asphalt concrete

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/24/88 as requested in Mr. Fredrickson's letter of 4/18/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved for a TEC of $30,000; Federal Funds $30,000.

14. DATE 5/4/88

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9422

jc

[illegible]
10, 2nd
[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. ER-331(4)

2. STATE PROJECT NO.

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. ER-4

2A. COUNTY NAME Baker

6. TO

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 26, 1988

8. FEDERAL ROUTE NUMBER FAS 182

9. STATE ROUTE NUMBER 12

10. GENERAL LOCATION:

Hole-in-the-Wall Slide

11. GENERAL DESCRIPTION OF WORK

Minor slide correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON ~~A~~ XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/26/88 as requested in Mr. Fredrickson's letter of 3/22/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved for a TEC of $16,600; Federal Funds $16,600.

RECEIVED
STATE HWY ENGR
APR 12 '88
REFER TO Gilmore
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

14. DATE 4/5/88

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

[illegible] jc cc: OSHD (D. E. Forbes)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

3-2-88

Post

☒ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
MAR 15 '88

REFER TO
cg Fredrickson
FOR
3/17

Info	Inves	R/D	D/R	Sign	Act	File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Baker	Oregon

IN COMPANY WITH: Joe schlieski, Project Manager; OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3/2/88	T. P. Lowe, Area Engineer	ER-331(4)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	105 %	100 %

Copy
MAI 6-1-88
[illegible] 214

HOLE-IN-THE-WALL SLIDE SECTION
BAKER - COPPERFIELD HIGHWAY
Grading, Paving and Structures

NOTED
W. E. SCHWARTZ

Contract Work:

This project was completed November 6, 1987. The work was completed in accordance with the contract requirements and acceptance is recommended.

Shortly after completion of the project a rock slide occurred in the new crest cut section. The area had been scaled during construction but apparently one pocket was still unstable. State maintenance forces removed the slide material and rescaled the slope to minimize potential further rock slides in this area. This work is being performed under State Force Order No. 4 and is expected to cost about $16,600. I recommend participation in this work.

As mentioned in previous reports, about 300 tons of asphaltic concrete was treated with Verglimit which is an experimental deicing agent. The Verglimit was placed in the crest cut section on both lanes of travel. The asphaltic concrete containing the Verglimit is ravelling rather badly. It appears that all of this asphaltic concrete will come up in the near future. The State has proposed to grind out the experimental Verglimit section and replace it with a conventional hot mix this coming construction season. The estimated total cost of this will be $30,000. I judge this experiment with the Verglimit to be a complete failure and recommend participation in the corrective action this coming summer.

State Highway maintenance people made some observations of the Verglimit during the winter. It was noticed that the freezing level in the Verglimit area was reduced from 32° to about 28° F. However, in eastern Oregon that is not much of a window, i.e., when the temperature goes down it's only in that 32-28° range a small amount of time. In the coastal area that 28-32° range may occur more often. Maintenance people did notice that when snow occurred during at the 28-30° range that the snow was dry and blew off all of the roadway except in the Verglimit section. Therefore, the cars traveling on a cold but dry pavement suddenly encountered a slick snow pack in the Verglimit area only. It appears that the use of Verglimit in eastern Oregon may be a detriment to highway safety because it violates driver expectancy. In any event, as mentioned above, the Verglimit was a complete failure and will have to be replaced as soon as weather permits.

- TPL -

Form FHWA-1446A
(Rev. 2-84)

9925 -

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7 23	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Baker
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1	7-8-87	Project Number ER-331(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 11, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 670,000.00	$ 703,800.00
Federal funds	$ 670,000.00	$ 703,800.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8 TH day of JUL, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon June 30, 1987

Federal-Aid Project No. ER-331(1)

Hole in the Wall Slide
Baker County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Construction

Temporary Emergency Repair	All Required		$ 703,000.00
		Total	$ 703,000.00
Federal Funds (100%)			$ 703,000.00

Appn Code: 098
Prefix: 1-1024
C09925
C09926

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA 2-69	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Baker PROJECT NO. ER-331(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hole in the Wall Slide

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-1-84	0.85

OTHER *(Specify)*

FUNDS PRO RATA 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 670,000.00	$ 670,000.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator FEB 11 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon February 7, 1985

Federal-Aid Project No. ER-331(1)

Hole in the Wall Slide
Baker County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Construction

Temporary Emergency Repair	All Required		$ 670,000.00
		Total	$ 670,000.00

Length of Project	0.0 mi.
Federal Funds (100%)	$ 670,000.00

Group 1 100%
Prefix: 1-1022

WH:bkb

```
*****************************************************
*                                                   *
* DELIVER TO: E. S. HUNTER                          *
*                                                   *
*                                                   *
* ORIGINAL                                          *
* SENT:           02/24/86  TIME: 08:18             *
* FROM:           REGION 5 HWY                      *
* SUBJECT:        BRIDGE OUT-OREGON 86              *
* PRINT DATE:     02/24/86  TIME: 08:20             *
*                                                   *
*****************************************************
```

[illegible]

ALL POINTS BULLETIN

The temporary downstream bridge at Hole in the Wall slide site, approximately MP 31 on OREGON 86, was lost due to high water. Traffic is being detoured through Sparta to Richland.

REgion 5 Highway

NOTED
E. S. HUNTER

Toe of slide wash out, the lake drained and the rush of water washed out the bridge.

June 14, 1985

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

CON 5
#9925

Gentlemen or Ladies:

On June 6, 1985, we wrote to you concerning release of final payment on Contract No. 9925 awarded to Foley Roads, Inc., and V & K Logging Co., Inc., A JV for work on the Hole-In-The-Wall-Slide Section of the Baker-Copperfield Highway in Baker County.

Final payment on this contract is $1,939.12. The total contract amount is $250,732.18 including $89,642.64 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Foley Roads, Inc. and
V & K Logging Co., Inc., A JV
5630 Table Rock Road
Central Point, OR 97502

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9925

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: June 5, 1985

C. O. Fredrickson

FROM: for W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9925, On Site Work Substantially Completed December 14, 1984

All Work Completed January 29, 1985

Project Hole in the Wall Slide

Highway Baker-Copperfield

County Baker

Type of Work Grading and Surfacing

Contractor Foley Roads, Inc.-V & K Logging Co.,Inc. J.V.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

June 6, 1985 - Letter written to surety.

noted [illegible]

RECEIVED
JUN 05 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPO

81-125-1387

9925

Foley Roads Inc.

General Engineering Contractor

5630 TABLE ROCK ROAD • CENTRAL POINT, OR 97502 • (503) 664-5503

April 15, 1985

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen

Re: Retainer on OSHD contract #9925
Hole In The Wall Slide Project

Dear Sir:

We are at this time requesting payment of the $2,500.00 in retainage being held on the above mentioned project. All work was completed in December 1984, and final inspection and acceptance of work was given in early January 1985. We feel that 90 days is more than sufficient time to complete the paper work to release these funds.

Thank you

Donald L. Morgan

Donald C. Morgan
Foley Roads, Inc.

RECEIVED
APR 17 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OK - phoned
him

— Bob

4-19-85

992

Report # 16 /

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hole in the Wall Slide

WEEK ENDING: March 9, 1985

SECTION PREFIX: 1-1022

HIGHWAY: Baker-Copperfield

COUNTY: Baker

NAME OF JOB:

KIND OF WORK: Grading

CONTRACTOR: Foley Roads, Inc.

CONTRACT NUMBER: 9925

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: November 1, 1984

DATE WORK STARTED: November 7, 1984

ESTIMATED COMPLETION DATE: December, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS: 37

WORK DAYS USED:
CALENDAR DAYS USED: 44

SPECIFIED COMPLETION DATE: December 7, 1984

PERCENT OF TIME ELAPSED: 119

PROJECT AUTHORIZATION: $ 511,547.34

EXCLUSIVE OF ENGINEERING: $ 470,984.11

ENGINEERING AUTHORIZATION: $ 40,563.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

This Week

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 250,000.00

ENGINEERING COST TO DATE: $ 24,166.38

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92

ESTIMATED PERCENT: OVERRUN / UNDERRUN: - 44 %

PERCENT OF AUTHORIZATION: 60 %

DATE PROJECT WAS COMPLETED: December 14, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT 1	0	0	0	0	0
MILES PARTIALLY COMPLETED 2					
MILES COMPLETED 3					
TOTAL ESTIMATED QUANTITIES (CONTRACT) 4					
TOTAL QUANTITIES CORRECTED TO DATE 5					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE 6					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	0							
PERCENT	0							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3		0		
MONDAY 4		0		
TUESDAY 5		0		
WEDNESDAY 6		0		
THURSDAY 7		0		
FRIDAY 8		0		
SATURDAY 9		0		

CE E CAE ___ RECEIVED LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
OE ___ MAR 11 1985 FE ___ CP ___
CA ___ PQC ___
CAM ___ CONSTRUCTION OCS ___
EEO ___ SECTION FILE ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 3	
MONDAY 4	This Week: No Activity
TUESDAY 5	
WEDNESDAY 6	
THURSDAY 7	
FRIDAY 8	
SATURDAY 9	

REMARKS

Semi-final Estimate submitted to Region 1/30/85

O.T. 0 hrs. Inspecting

Final Report

SIGNED
Joseph A. Schlieski
LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1725 -

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Phone 963-3177

January 11, 1985

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H. S. COULTER

Rick Traw, Roadmaster
Baker County
3050 "E" Street
Baker, Oregon 97814

Dear Rick:

Re: Sparta Detour
Hole in the Wall Slide
Baker-Copperfield Hwy. #12
FAS 182

As you are aware, the Federal Highway Administration has responded to the State's request for Emergency Repair (ER) funds, in the amount of $8.5 million, so that we may cope with the Hole in the Wall Slide.

This allocation of ER funds will allow us to proceed with development of plans and relocation of the highway in an area which will not be affected by the slide. Also, because of the pressing need to allow a reasonable route of access to the Richland, Halfway and Oxbow areas it is apparent the State and County may be able to recover some of the monies spent on improving the "Sparta Detour" to an acceptable standard.

With the apparent reimbursement in view, I ask you to assemble your costs, on a regular billing form, itemized under materials, labor and equipment rental. Also, you should include labor fringe benefits, i.e., health and welfare, vacation sick leave. Also, show when work began and ended.

Bear in mind, costs eligible for reimbursement are only those costs which are directly attributable to the improvement of the route, to meet minimum standards, necessary to provide access to Richland and beyond. No maintenance costs of the route will be eligible.

It is recommended this billing be compiled soon as possible and forwarded to me so the necessary steps may be taken to obtain reimbursement.

Do not hesitate to call me if you have any question.

Sincerely,

Roger C Lang

Roger C. Lang
Region 5 Federal Aid Specialist

cc: H. S. Coulter
W. E. Schwartz
Gary Potter
Joe Gaither
J. A. Schlieski

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 10, 1985

In Reply Refer to
File No.:

CON 5

Foley Roads Inc. - V & K Logging Co., Inc.
P. O. Box 1605
Medford, OR 97501

Re: Time Extension Request
Hole in the Wall Slide
Contract No. 9925

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time adjustment of an additional 7 calendar days is granted due to the performance of extra and additional work on the project.

The adjusted contract time of completion of this contract is December 14, 1984. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
R. D. Hector
Joe Schlieski w/att.
Bruce Walton w/att.

TE/128

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. Fredrickson
Construction Engineer

DATE: December 17, 1984

Attn: O. B. Jackmond

SUBJECT: Time Extension Request
Hole in the Wall Slide
Contract #9925

Attached for your further handling is Time Extension Request for subject project. This is request you and I discussed at some length a week ago.

Expeditious handling of this request to prevent liquidated damages being withheld will be appreciated.

William Anhorn
William G. Anhorn
Region 5 Construction Engineer

cc: Joe Schlieski

1-9-85

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 7 C.D. due to performance of extra and added work.

O. B. Jackmond

RECEIVED
DEC 20 1984
CONSTRUCTION SECTION

CE ___ CAE ___
COE ___ OM ___
OE ___
CA ___
CAE ___
EEO ___
LS ___ TC ___
SA ___ CC ___
FE ___ CP ___
POC ___
OCS ___
FILE ___

9/23

January 9, 1985 PUB

Mrs. Marian Kolb, Chairman
Baker County Advisory Council to
Area Agency on Aging
1920 Edgewater
Baker, Oregon 97814

Dear Mrs. Kolb:

Thank you for your recent letter expressing your appreciation for the temporary detour on Highway 86.

To the credit of government, generally, the greater the problem, the better the response. In the case of this slide, Baker County residents certainly deserved prompt and effective action from the State Highway Division.

I am pleased to tell you that the Federal Highway Administration has released $8½ million in emergency relief funds for the temporary and permanent repairs for this landslide project. Once the landslide stabilizes, a decision will be made as to the best permanent solution.

Thanks, again, for taking the time to send me such a nice letter. We were pleased to be able to help the community through this difficulty.

Sincerely,

H. S. Coulter
State Highway Engineer

bc: Tony Yturri (w/att.)
Fred Miller
E. S. Hunter
W. E. Schwartz
George Bell
Bob Hector

Baker, Oregon,
Dec. 27, 1984

Mr. Scott Coulter, Engineer,
Oregon State Highway Department,
Salem, Oregon.

Dear Mr. Coulter:

As Chairperson of the Advisory Council of the Baker County Area Agency on Aging I would like to express our appreciation and thanks to the State Highway Department for the rapid and efficient way in which the Baker-Richland Bypass on Oregon Highway 86 was completed.

Many of our Baker County Senior Citizens live in the Richland-Halfway area and when the slide occurred they were severely handicapped. Many of them come to Baker to shop and for medical aid and with winter coming on it would have been difficult for many of them to make the trip over the Sparta route.

I'm sure I speak for all Baker County Senior Citizens when I express my personal thanks and appreciation for a job well done.

Very truly yours,

Mrs Marian Kolb, Chrm.
Baker County Advisory Council to AAA

RECEIVED
STATE HWY ENGR

JAN 4 '85

REFER TO

FOR

Info	[illegible]	B/O	D/R	Sign	Act	File

9925

[illegible]
OT
12/18/84
NOA

Status Report
Hole-In-The-Wall Gulch Landslide
Baker-Copperfield Highway
Baker County

ODOT Commission Meeting
December 18, 1984

ccpd 6-1
mai

On September 19, 1984 Oregon Route 86 (Baker-Copperfield Highway) was closed to traffic by a sudden and massive earth movement at Hole-in-the-Wall Gulch 30 miles east of Baker. Traffic has been detoured over Sparta Road since that time. Approximately $179,000 was spent on Sparta Road for necessary work to improve its safety and serviceability.

Because Sparta Road is 20 miles of graveled county road, has poor alignment, reaches an elevation where extremely hazardous winter conditions will be encountered, and because the annual snow removal costs are estimated in excess of $150,000, a more desirable route was needed to reduce the hazards and costs to the traveling public. A low-level detour route was selected.

The Oregon Department of Transportation advertised and awarded a contract on November 1, 1984 to construct a 20-foot wide, two-lane gravel surfaced detour around the slide on the south hillside across the river. The contract was awarded to Foley Roads, Inc. & V.and K. Logging Co. Inc., a joint venture, to grade and gravel surface a 3500-foot long detour road by December 7, 1984. Extensive riprap protection of the south slope and guardrail have been added to the work under the grading contract. The detour has also been lengthened to about 4500 feet. The cost of the work under this contract is approximately $285,963.

A contract was also negotiated with Hamilton Construction Company to furnish and install two bridges to cross the river. These bridges are being rented. It is estimated that the cost of these structures including rental and removal will be about $168,420.

It is anticipated that the total cost of the emergency detour will be approximately $454,000. The total cost of both the emergency detour and Sparta Road work will be approximately $633,000. The emergency detour was completed and opened to traffic on Friday, December 14, 1984.

It is planned that the detour road be in use through the summer of 1985. Continued earthflow movements will cause the upstream pool to deepen and lengthen and flooding of the detour will occur if the pool elevation exceeds elevation 2447 feet. The pool elevation on December 10 was 2411.9 feet.

From all indications the slide remains unstable and continues to move at 0.5 feet per day. Movement is consistent with earlier predicitions. With freezing weather the slide should slow down. In the spring and early summer the rate of movement will probably increase.

The Highway Division is currently reviewing three alternatives for reconstructing the Baker-Copperfield Highway.

The emergency detour is not recommended as a permanent location from a geotechnical standpoint, and may not be serviceable through the winter of 1985.

It is too early at this point in time to select a permanent relocation route around the slide area. Depending on the weather, seismic activity, and slide movement, we may be able to make a decision in a few months and, then again, a solution may not be apparent until March of 1985.

A request for Emergency Relief funding in the amount of $16 million was submitted to the Federal Highway Administration on Tuesday, December 4, 1984. Our Congressional Delegation and interested Oregon Legislature were advised of this request and furnished copies of the report and application.

EXPENDITURES
EMERGENCY DETOUR

HOLE-IN-THE-WALL GULCH SLIDE

December 13, 1984

SPARTA ROAD MAINTENANCE COSTS

Maintenance work to improve alignment	$130,000
Guardrail	48,744
	$178,744

CONTRACT FOR EMERGENCY DETOUR

Bridges	$ 88,000
Grade & Surface	245,553
Guardrail	26,716
Delineators	2,944
Signing	4,000
Aggregate Stockpile	6,750
	$373,963
Anticipated Rental & Removal of Bridge Cost	80,420
	$454,383

Total Spent to Date	$552,707
Anticipated Expenditures	80,420
	$633,127

9445

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

RECEIVED
STATE HWY ENGR
DEC 10 '84
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Subject: Emergency Relief Field Report
Hole-in-the-Wall Landslide
Baker-Copperfield Highway (FAS 182)
Baker County

Date: December 7, 1984

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR/409.1

To: Mr. M. Eldon Green, Regional Administrator
Portland, Oregon

copy MA 6-1

The State of Oregon on December 4, 1984, requested under the provisions of Title 23, USC, Section 125, emergency relief funds for the Baker-Copperfield Highway, Oregon Signed Route 86 (FAS 182), for the purpose of retaining major transportation services on this route. This request has been necessitated by the occurrance of a large landslide which has blocked the existing highway and much of the Powder River channel.

The State has already taken action to maintain transportation services around the slide area on a temporary basis through the use of an existing Baker County Road (Sparta Road) and by the construction of a more practical, safer, water level detour above the south bank of the river channel across from the landslide. Several alternates are now under study to provide for the permanent restoration of transportation services around the slide area.

Disaster

The Division Office has been well informed of the State's activities involving this landslide. In addition, personnel from your office have made a field review of the slide area (see Messrs. Fiala and Chassie's report of October 16, 1984). The slide has continued to move since the time of their review and so some field conditions and design considerations have been modified to meet these changing conditions. However, the overall findings and conclusions made remain pertinent and valid.

The State's emergency relief request of December 4 includes an accurate description of the disaster and the events and actions taken to date to assess the existing conditions, predict future landslide movement, and provide for establishment of temporary and permanent transportation

NOTED
E. S. HUNTER
CC

12-11-84

services. The following comments are presented to supplement and/or clarify information contained in the State's submission:

1. The temporary 4500 foot water level detour roadway which is currently under construction across the river from the landslide is intended for use until the permanent replacement roadway can be located and constructed. The present Baker County Road (Sparta Road) detour will not be used after the water level detour is opened for traffic. However, Sparta Raod will be available and will serve as a backup detour should there be a catastrophic occurrence involving the landslide which would destroy the new water level detour. For that reason, the guardrail, minor grading and signing which have been installed on the Sparta Road are justified for ER funding.

   The State currently plans to have the permanent replacement roadway underway and, if possible, completed in 1985.

2. The possible use of a dragline to maintain the overflow channel at a maximum elevation of approximately 2436 (or less, if necessary) is an integral part of the temporary detour plan. The risk of having to use the dragline is quite low and this option results in a considerable savings in initial detour construction costs.

3. The $1,000,000 amount included in the State's estimate (see figure No. 3 in their December 4, 1984 report) under the heading "Other Potential Slides" is a contingency amount which would be available for possible slide correction work to correct slides encountered during the construction of the permanent replacement roadway. Further reconnaissance and location studies will help to gain more geotechnical information which will reduce the risk of slides during construction. The contingency amount can then be reduced accordingly. The topography on the south side of the river over which the permenant roadway will be located does indicate that much of this area may be an ancient landslide area, and therefore, great care will need to be taken so that landslide activity will not be triggered during the permanent roadway construction.

4. We feel that FHWA has little responsibility to provide a permanent solution to the river flow through the slide area, unless by doing so, it would reduce the overall cost of the selected alternate to an economic minimum.

5. We consider alternates No. 1 and No. 3 to be less desirable than alternate No. 2. The feasibility of constructing a roadway along alternate No. 2 will depend upon a more detailed geotechnical evaluation of the area (see 3 above). The risk involved in constructing a permanent roadway over the existing slide mass (alternate No. 3) seem unreasonably high.

   Alternate No. 1 also becomes more desirable if massive further movement of the landslide occurs or can be reasonably expected to occur. Predictions at this time indicate that this type of movement is not likely to occur.

Cost Estimate

Figure No. 3 entitled "Summary of Alternates and Costs" includes an estimate of cost associated with each alternate based on the present available data. The estimates as shown for the permanent relocation work includes items (channel work) which may not be eligible for emergency relief funding should this disaster be approved. More complete estimates will be available as the alternate route investigations continue in the field.

The temporary costs shown associated with both Sparta Road and the water level detour are reasonably well known except for the river passage work, as much of this work has already been completed. The $100,000 amount included with the temporary work under the "River Passage at Slide" heading is an estimate of cost of the dragline work should that work become necessary during the life of the temporary detour.

Conclusions and Recommendations

The Baker-Copperfield Highway is the major link between Baker, including the Interstate Route 84 transportation corridor, and the communities to the east. The route serves as the primary commercial route for the area in addition to providing passenger vehicle needs. The route also serves as access to the Hells Canyon National Recreation Area and other federally owned and managed lands. Closure of this route or the reduced level of service that could be provided by the Sparta Raod or the temporary detour would cause undue economic hardships for the area, which are unacceptable. A level of service at least comparable to that which existed prior to the landslide must be reestablished.

The landslide appears to meet the criteria required under the emergency relief regulations for a catastrophic event. These considerations are:

1. The landslide is massive in nature in that it encompasses one entire ridge.

2. The landslide has occurred at a location where there has been no previous landslide history.

3. The occurrance of the landslide appears to be directly related to documented earthquake activity in this area which occurred in the same time period that the initial slide movement was discovered.

4. The landslide occurred suddenly with the first evidence of earth cracks observed in August progressing to a condition where the highway was closed on September 19, 1984. The slide has continued to move. The Highway Division has not been able to influence the movement of the slide to prevent or minimize damage to the highway because of the massive nature of the slide.

5. The highway design, construction and maintenance activities prior to the slide occurrance have been reviewed and are considered not to be a factor in the slide activity which has taken place.

Based on our knowledge of the landslide and the review of Messrs. Fiala and Chassie of your office along with the information furnished with the Highway Division's request of December 4, 1984, I recommend that the temporary work, already done or proposed, to provide for temporary transportation services on this vital route be approved for emergency relief funding in the full amount of $850,000.

I further recommend that emergency relief funding be approved to provide for the permanent restoration of transportation services around the slide area. To initiate permanent restoration work I recommend that $200,000 for preliminary enigneering activities be approved immediately.

The funding necessary to complete construction of the permanent restoration will be furnished when the engineering studies are complete. Current estimates (including channel work) range from $7,500,000 to $15,000,000.

Original Signed By
ROBERT B. HATHAWAY
Asst. Division Administrator
Dale E. Wilken

Attachments:
State's Notice, 10/19/84
Div Ofc Response, 10/22/84
Governor's Declaration, 10/25/84
Region Report, 10/16/84
State ER Request, 12/4/84

cc:
Washington, D. C.
OSHD (Coulter)

GENERAL FILES

DATE: December 4, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Emergency Repair
Baker-Copperfield Highway
Baker County

Under provisions of Title 23, U.S.C., Section 125, this letter is the request of the Oregon State Highway Division for emergency relief funds for the purpose of restoring major transportation service on the Federal Highway System in Baker County, Oregon.

There was an immediate and catastrophic loss of transportation service due to road closure on the Baker-Copperfield Highway, Oregon Route 86, (Federal Aid Secondary Route No. 182) in Baker County, Oregon.

Traffic has been temporarily detoured on an emergency basis around the road closure via a local county road (Sparta Road). The detour route is a narrow gravel surfaced road with long steep grades, sharp curves, and switchbacks. The detour route is 20 miles in length and reaches a maximum elevation of 4,300 feet.

Some emergency safety related work has also been undertaken on the Sparta Road detour at spot locations to improve the safety to the road user.

Because this temporary route is 20 miles of gravelled county road, has poor alignment, is 2-1/2 mile longer, reaches an elevation where extremely hazardous winter conditions will be encountered, and because the annual snow removal costs are estimated in excess of $150,000, a more desirable route was needed to reduce the hazards and costs to the traveling public. A low-level detour route was selected.

Construction is currently underway to provide an on-site water-level detour on the southerly side of the Powder River canyon. Work consists of construction of 4,500 feet of detour road with installation of two temporary structures across the Powder River. This detour should provide adequate service until a permanent solution to the problem can be completed.

Description of the Area

Baker County covers an area of 3,085 square miles and relies heavily on agriculture and forest products as leading industries. The County Seat of Baker lies westerly of the slide and the rural communities of Richland, New Bridge, Halfway, Copperfield, Homestead, and Cornucopia lie easterly of the slide. In the general area of the slide, the highway follows the Powder River which flows in a canyon. The steep hillsides climb from 2,600 feet to 4,600 feet in elevation. The hillsides have sparse vegetation consisting of grasses and sage with juniper on the upper slopes.

The Baker-Copperfield Highway is the major link between Baker and the communities to the east. The route is used primarily by commercial carriers, lumber and logging trucks, farm and cattle trucks, and agricultural carriers in addition to the passenger vehicles. The route also serves as a primary access to the Hells Canyon National Recreation Area and other federally owned and managed lands.

Description of the Problem

The slide along the roadway measures more than 600 feet. Upslope from the roadway its width exceeds 1,000 feet. The distance from toe to the head scarp is about 2,000 feet with an elevation rise of about 500 feet. The volume of material involved is approximately 10 million cubic yards. The attached pictures of the slide show that the entire ridge has broken loose and is moving.

This catastrophic failure was sudden, without warning, and is the result of earthquake activity in the area. Investigations show that two earthquakes occurred about the time of the slide. The University of Washington seismic monitoring center in Seattle measured a M=3.5 earthquake on August 10, centered within ten miles of the slide. A second major tremor was recorded on September 18 approximately 20-30 miles northwest. The road was closed on September 19 as a result of slide debris falling on the roadway.

Maintenance records show no past history of movement, slides, erosion, or rock fall problems at the site.

This area had just completed the second driest summer on record, which indicates water was not a factor in the early movement.

According to information supplied by the U.S. Army Corp of Engineers, a worst case condition of sudden and complete movement of the sliding mass would dam the river to a height near 200 feet. The ponding water would threaten additional roadway as much as 5 miles upstream and inundate the temporary detour now under construction.

The probability of a worst case slide movement is small. It is estimated the movement will continue at the present rate, and probably cause some ponding of the Powder River.

Hydraulics

The Powder River, a tributary of the Snake and Columbia River drainage systems, has flows from 100 to 300 cfs from late summer to January. From January through June the flows can be expected to be over 600 cfs with maximum flows of 4,000 cfs or higher. The drainage area above the slide is about 1,300 square miles.

Current estimates indicate the dam will continue to build, creating a small backwater pool which may cause problems with the temporary low level detour as the pool raises. If this occurs, corrective action will be taken accordingly, such as utilizing a dragline to excavate at the toe of the slide, keeping a channel open, and placing rip-rap along the southerly side of the channel. In this way, the temporary detour can be kept in operation through the winter of 1984-85.

Environment

The landscape consists of steep hillsides covered with native grasses and sage. In the immediate area, there is no agricultural use other than grazing. Downstream from the slide there are 6-8 homesteads which could be affected, if a 200-foot high dam formed and the embankment failed. Because of gradual erosion, a rapid failure to cause downstream flooding is not expected. Likely, the river will erode at the slide and maintain a continual flow.

Permanent Relocation Alternatives

The Highway Division is currently reviewing three alternatives for reconstructing the Baker-Copperfield Highway. None of the alternates follow the existing alignment because of the continued slide activity. (See Exhibit "A")

In all three alternates, a 32-foot paved roadway is proposed using AASHTO standards for vertical and horizontal alignment. The three alternatives are described as follows:

Alternative No. 1 - Five Mile Creek Road

This route would generally follow Five Mile Creek Road which is approximately a mile south of the existing highway. It leaves the existing highway about 10 miles west of the slide and stays above the southern rim of the canyon. This route reaches a maximum elevation of 3,100 feet at a point south of the slide. From this point the route drops down along the south side of the canyon until it reaches the existing highway. The alignment includes approximately 2-1/2 miles of 6% grade on the easterly end.

The existing Five Mile Creek Road is of native soils. The estimated cost for constructing 12 miles of new highway is $12 million. This estimate includes one river crossing structure.

Alternate No. 2

This route consists of 3 miles of new alignment along the south side of the canyon. It would be designed to stay above a potential backwater pool 100 feet deep at the slide. The realignment would start about 2 miles upstream of the slide and reconnect 1 mile downstream. It includes two sections with 6% gradient. The longest 6% grade would be about 1/2 mile long.

This alternate requires two river crossing structures and has an estimated cost of $5 million without any additional slide stabilization. Construction of Alternative 2 with a spillway for backwater pool stabilization would cost $7.5 million, and Alternative 2 with a tunnel would cost $9 million. All estimates are preliminary.

Alternate No. 3

This alternate is to construct the highway on the north side of the canyon over the slide.

To construct the highway over the slide, stabilization measures would be required. These would consist of removing material from the head of the slide and placing approximately 2 million cubic yards of rock to form a buttress against the bottom. The river channel would be stabilized to prevent erosion.

The estimated cost of this alternative is $15 million.

Conclusions

There is no previous knowledge of slide activity at this location. Seismic activity appears to be the cause of this catastrophic landslide which has blocked the Baker-Copperfield Highway, a Federal Aid Secondary Highway in Baker County, Oregon.

From all indications the slide remains unstable and continues to move, covering the existing highway and building an embankment dam in the Powder River.

The present detour route of 20 miles is endangering the traveling public with its severe horizontal and vertical alignment. Coupled with the usual winter weather of snow and ice, it is and will continue to severely affect the economy of the communities easterly of the slide. Continued operation of the Sparta Route would be an economic disaster of major proportion to the affected region.

Reconstruction of the highway to another location is the only reasonable and permanent solution to restoring transportation service.

We request Emergency Relief (ER) funding in the amount of $100,000 for emergency work required on the Sparta Road, $850,000 for the water level (emergency) detour and an estimated $15 million for the high-cost permanent restoration alternate.

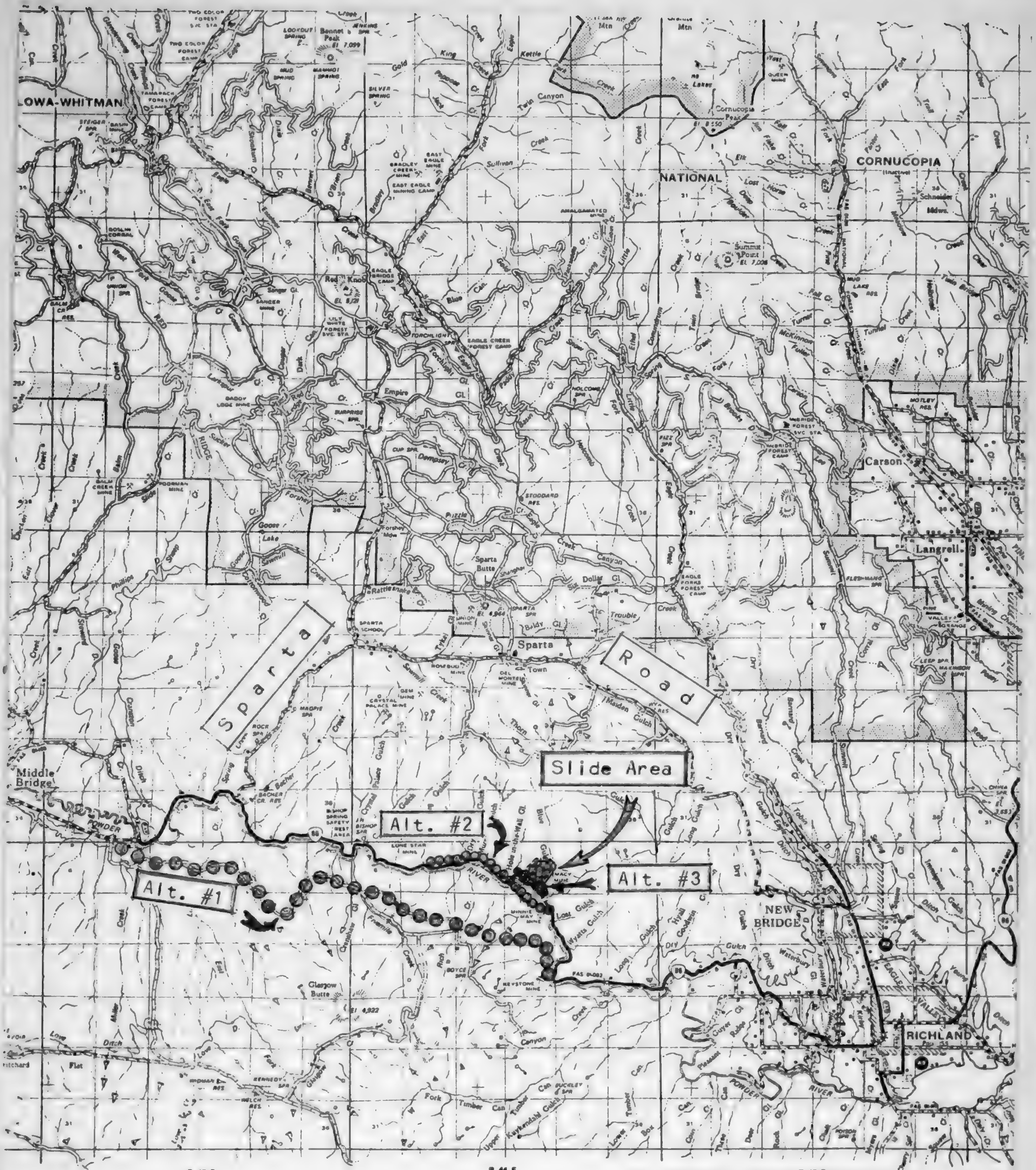
This $16 million ER request is the amount needed for the permanent restoration of transportation service. When we have completed reconnaissance studies, and the situation has stabilized, we will identify the specific work items for the selected alternate and update this request.

Attachments

cc: Governor Victor Atiyeh

bc: Fred Miller
E.S. Hunter
R.N. Bothman
W.E. Schwartz
D.O. Christensen
C.O. Fredrickson
G.A. Potter
Walt Halt
Bob Hector

WFC:me ja



WALLOWA-WHITMAN
NATIONAL
CORNUCOPIA
Cornucopia Peak
Carson
Langrell
Sparta Butte
Sparta
Sparta Road
Slide Area
Alt. #1
Alt. #2
Alt. #3
Middle Bridge
POWDER
RIVER
NEW BRIDGE
RICHLAND
Empire
Red Knob
Glasgow Butte
R 43 E
R 44 E

EXHIBIT A

Oregon State Highway Division
Reconnaissance Sketch Map
HOLE IN THE WALL SLIDE SECTION
Baker - Copperfield Highway
Baker County
November, '84

HOLE-IN-THE-WALL GULCH
LANDSLIDE

BAKER-COPPERFIELD HIGHWAY
BAKER COUNTY, OREGON

CONTENTS

Page

INTRODUCTION 1

VICINITY MAP 3

LANDSLIDE 4

ACTION TAKEN TO HANDLE TRAFFIC 5

LANDSLIDE ANALYSIS 6

HYDRAULICS 7

PERMANENT RELOCATION ALTERNATIVES 9

SUMMARY AND CONCLUSIONS 11

FIGURE NO. 1
Hydraulic Performance Curve 13

FIGURE No. 2
Culvert Installation 14

FIGURE No. 3
Summary of Alternatives and Costs 15

GEOTECHNICAL REPORT .... Appendix "A"

HOLE-IN-THE-WALL SLIDE

Introduction

A sudden and massive earth movement closed the Baker-Copperfield Highway on September 19, 1984. This slide, known as the Hole-in-the-Wall Slide, is located at milepoint 30.5 which is approximately 30 miles east of the town of Baker in northeastern Oregon (see Exhibit A). The slide occurred suddenly in the natural slope adjacent to the highway. The slope involved in the slide movement has no previous history of instability or maintenance problems.

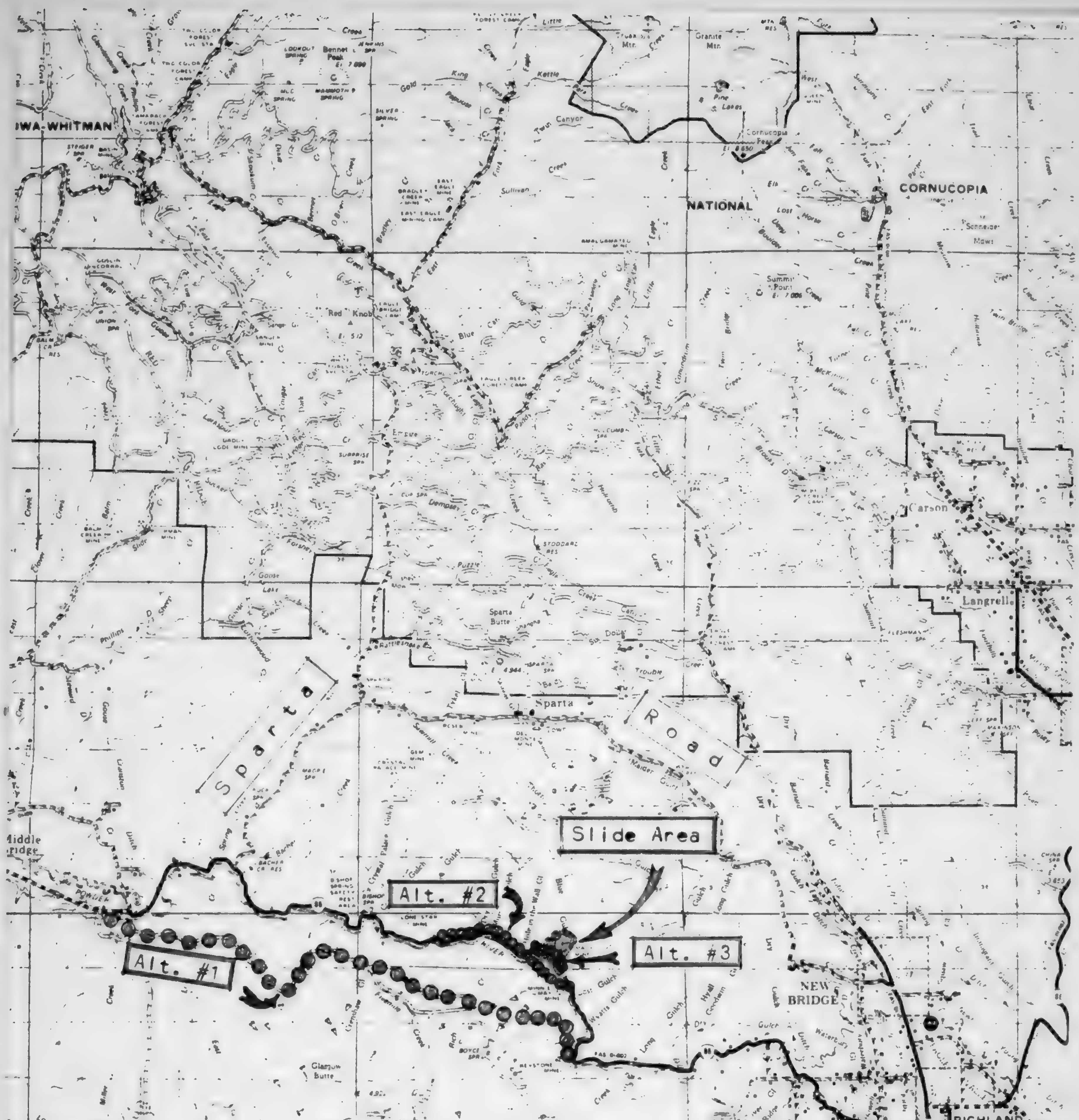
Hole-in-the-Wall Slide
Taken October 18, 1984

Slide Blockage of Highway and River
November 15, 1984

This catastrophic event started with ground cracking in the slope above the highway which was first noticed in the early part of August, 1984. Slide movement accelerated rapidly in September. The road was closed on September 19 for safety reasons as a result of slide debris falling onto the roadway. By October 2, the slide toe had completely covered approximately 600 feet of the highway with slide debris. By October 9, about 400 feet of the slide toe has pushed into the Powder River, forcing the river out of its original channel at this location.

The road closure caused by the slide has necessitated that traffic to and from the Richland/Halfway area be detoured over the Sparta Road. The closed section of highway normally carries 600 vehicles per day.

The Sparta Road detour involves 20 miles of gravel county road and adds about 2-1/2 miles to the distance traveled. The alignment is very poor with the ends of the route particularly substandard, containing sharp switchbacks and up to 12 percent grades. The detour route rises to approximate elevation 4300 feet, vs. elevation 2600 feet for the existing Highway 86, thus subjecting the detour route to more severe ice-snow weather conditions during the winter months, and extremely hazardous driving condtions.


IWA-WHITMAN
NATIONAL
CORNUCOPIA
Granite Mtn.
Pine Lakes
Cornucopia Peak
Bennet Peak
Red Knob
Summit Point
Carson
Langrell
Sparta Butte
Sparta
Sparta Road
Slide Area
Alt. #2
Alt. #1
Alt. #3
NEW BRIDGE
RICHLAND
Glasgow Butte
POWDER RIVER
R 43 E
R 44 E

Oregon State Highway Division
Reconnaissance Sketch Map
HOLE IN THE WALL SLIDE SECTION
Baker - Copperfield Highway
Baker County
November, '84

Landslide

Brief Description of Slide

The slide is a massive movement of the material on the north side of the Powder River Canyon at the Hole-in-the-Wall Gulch. It is located 30 miles east of Baker and about 10 miles west of Richland.

The slide is about 1000 feet wide, 1500 feet long and 200-300 feet deep. The volume of material involved is approximately 10 million cubic yards.

Basically the entire ridge let go and is involved in the slide movement.

The slide is moving in more than one mass. The central portion of the landslide experienced a decrease in the rate of lateral movement from September 18 to October 18, then experienced a slight increase over one week, and is now in a decreasing trend with a current rate of 0.7 feet per day. There is an earthflow (including boulders) moving into the river channel, creating a "dam" and displacing the river to the south hillside. This lower mass, which is moving separately from the much larger central and upper masses, is more erratic in its rate of movement. Although a decreasing rate of movement is now occurring, climatic conditions (rain, snow) and seismic events may cause localized rate increases. Continued landslide movements should be anticipated through next spring. The new river channel is at a higher elevation and, therefore, a reservoir is forming upstream of the earthflow "dam."

Cause of the Slide

Investigations to date lead to the conclusion that earthquake activity started the movement. There are weak soil layers within the slide mass that contributed to the movement once it was started. Groundwater in the mass is not considered to be significant in the early movement.

Data from the University of Washington verifies that there were earthquakes and aftershocks in the area in August. They measured an earthquake measuring 3.5 on August 10, which was centered within ten miles of the slide. Local residents also have confirmed this seismic activity. Cracks in the ground on the slope above the highway were observed at about this same time. Another earthquake of less magnitude, centered approximately 25 miles northwest of the slide, was recorded on September 18.

The contribution of groundwater to the movement is considered to be low. The slide started in August, which is the dry period of the year. This past summer was one of the dryest on record. There is some evidence that early slide movement may have blocked some groundwater movement, causing the groundwater pressure to buildup in the toe area of the slide. There were some seepage areas noted in the lower flank of the slide during early inspections.

Test holes drilled above the slide revealed that there are layers of clay-ash between basalt flows. It is very likely that the slide is occurring along one of these layers.

The overall slide appears to be composed of two separate slides. A lower slide moved out first, leaving a head scarp up to 70 feet high. As the lower slide moved downhill, it removed toe support for the hillside above, resulting in progressive slope movement and cracking up to the uppermost head scarp.

Action Taken to Handle Traffic

Immediate measures were taken to handle traffic over Sparta Road and to construct an emergency detour around the slide on the south side of the river.

Sparta Road

Initial consideration was given to using Sparta Road as a permanent route or at least a temporary route until a permanent route could be selected and constructed. Due to the hazardous driving conditions caused by the poor alignment, steep grades, and severe ice-snow weather conditions during the winter months, it was decided that Sparta Road was not suitable as a permanent route for the Baker-Copperfield Highway or for a winter detour route. It was estimated that it would cost $150,000 for snow removal and the road maintenance to keep it open as a detour until a new route was constructed.

Even through the decision was to not use Sparta Road as a long term detour, it was recognized that, in addition to the use it is now getting, it may need to be used again as a construction detour or for another emergency situation. Due to the higher volumes of traffic required to use this road some work is currently underway or completed to improve its safety and serviceability. This work consisted of the installation of approximately 8,000 lineal feet of guardrail and some widening to ease extremely sharp curves. The cost of this work was approximately $100,000.

Emergency Detour

Based on the determination that Sparta Road was not suitable as a detour through the winter, and that a detour had to be provided by early December, the Oregon Department of Transportation advertised and awarded a contract on November 1, 1984 to construct a detour around the slide on the south hillside across the river. The contract was awarded to Foley Roads, Inc. & V. and K. Logging Co. Inc., a joint venture to grade and gravel surface a 3500-foot long detour road by December 7, 1984.

A contract was negotiated with Hamilton Construction Company to furnish and install two bridges to cross the river. These bridges are being rented. It is estimated that the cost of these structures including rental will be about $175,000.

Extensive riprap protection of the south slope and guardrail have been added to the work under the grading contract. The detour has also been lengthened to about 4500 feet. It is anticipated that the total cost of the emergency detour will be approximately $750,000. This cost includes the additions and changes to the contracts.

As of November 21, 1984 the structures are in place and the road construction is in progress.

The 20-foot wide, two-lane gravel surfaced detour will cross the river upstream from the slide at an elevation of 2447 feet, climb along the south side of the canyon to an elevation of 2469 feet opposite the slide, and then drop down and cross the river to the existing highway east of the slide. Within the projected limits of the slide, the detour is at elevation 2469 at its highest point and drops to about 2450 at each end of the slide. This side hill location is not recommended as a permanent location from a geotechnical standpoint, and may not be serviceable through the winter of 1985.

It is planned that the detour road be in use through the summer of 1985. Continued earthflow movements will cause the upstream pool to deepen and lengthen, thus possibly flooding the upstream approach to the detour road. Flooding of the detour will occur if the pool elevation exceeds elevation 2447 feet. Ongoing river erosion of the south hillside could cause undermining of the temporary detour road. To guard against this, riprap is being placed on this slope.

Land Slide Analysis

Predictions for continued movement of the slide are that there will probably be a 30- to 80-foot high (pool elevation 2420 to 2470 feet) "dam" by next spring. These predictions are speculative with the worst case prediction of a 200-foot high dam. Stability analyses were performed to provide quantitative data to evaluate whether the landslide would stabilize itself sufficiently, such that the temporary detour is not adversely affected.

The maximum elevation of a backwater pool that would not adversely affect the detour is about 2441. The deck elevation of the upstream bridge on the detour is 2447.

The elevation of the river bed at the slide is 2390. Thus, a pool elevation of 2435 relates to a slide with the elevation at its toe slightly below elevation 2435. Because of the slope of the slide mass, the depth of the slide in the old river channel would probably be about 70 to 100 feet when the backwater pool elevation reaches elevation 2435.

The computed factors of safety (level of stability) are relatively low (1.1 to 1.2) and thus indicate there is some risk that the landslide/ earthflow may eventually affect the temporary detour. The estimated probability of the slide mass not adversely affecting the temporary detour is about 60 to 70 percent through next March. The probability of no adverse effect following spring thaw and runoff (May-June) is less favorable, i.e., about 40 to 50 percent.

Appendix "A" provides a detailed stability analysis for the slide.

Hydraulics

The Powder River at the slide drains an area of 1300 square miles. There are two reservoirs on the Powder River above the slide. These reservoirs can assist in reducing the height of the pool behind the slide to a limited amount. The upper reservoir is at Mason Dam which is 100 river miles upstream of the slide. The other reservoir is Thief Valley which is about 50 miles upstream. Because of the distance upstream and limited storage capacity, these reservoirs cannot be expected to reduce peak flows by more than 500 cfs.

Data from the stream gage near Richland has been analyzed. Peak flows in this river are very erratic. Peak flow in 1977 was less than 200 cfs. Peak flow in 1982 was over 4000 cfs. The 1982 peak is considered to be a 35-year flood. Average (2-year) peak flows are about 1300 cfs. The peak flows on this river are generally of short duration (2-3 days).

The potential for a serious flood hazard threat due to the slide blocking the river has been evaluated by the U.S. Army Corps of Engineers, and a report is to be furnished to the State. The closest ranch house we observed upstream from the slide is at least 8 miles distance, and the buildings are located away from and at a higher elevation than the river. During our flyover inspection we did not see buildings along the river downstream for a number of miles. The nearest buildings were located up and away from the river.

To maintain the level of the water at or below the elevation (2441) of the upper bridge, two alternatives were explored: (a) installation of pipes and (b) riprapping the south hillside and employing the use of a dragline to keep a channel clear.

Pipe Installation

A check of suppliers of metal pipe revealed that 10 gage 72-inch corrugated metal pipe is the largest that can be produced and supplied in a short period (7 to 10 days). Larger multi-plate culverts and precast concrete box culverts were ruled out due to time required for manufacture and/or install.

Attached is a graph of pool height vs. stream flow, considering the installation of four 72-inch corrugated metal pipes (Fig. No. 1). These pipes would be installed at two levels with the flow lane of the lower pipes at about elevation 2405. Four pipes would maintain the pool height at or below the bridge for up to a 5-year peak flow. The last 5 years' data support this. For up to 10-year peak flows (2600 cfs) the flooding of the detour would be for a period ranging from 2 hours to 3 days.

Based on the data available, there is about 75% reliability that four 72-inch pipes would keep the pool height below the detour through the entire winter and spring.

To facilitate installation of the culverts around the slide, a single 72-inch CMP, approximately 400 feet long, would be installed as near the base of the slide as possible. This pipe would be backfilled with common material and will confine the river while excavation and backfill of the lower two culverts is accomplished. The first culvert would not be considered a production culvert but rather a construction expedient.

The four production culverts to be installed for controlling the pool height would have to be bedded and backfilled with suitable material. They would have riprap protection at the inlet and outlet ends. The backfill over the culverts would span from the south hillside to the earthflow (landslide toe).

Installing these culverts would be extremely difficult. Placing the first pipe to contain the river would be the most difficult task. Excavating into the slope below the detour presents some risk to the detour road. There is also some risk of pipe failure due to the movement in the slide. The design for pipe installation minimizes these risks but, due to time constraints, does not completely eliminate them.

Estimated cost of this installation is $500,000. This includes excavation and backfill. Attached is a sketch showing the proposed culvert installations (Figure 2).

Riprap and Dragline Proposal

The other alternative to maintaining the pool height at an acceptable elevation is to riprap the south bank from streambed to detour level and the use of a dragline to remove material from the toe of the slide after the backwater pool reaches elevation 2430. The landslide movement should occur slowly. Predictions of landslide movements and upstream pool elevations can be updated weekly. If it appears that a pool elevation in excess of 2436 feet will develop, a course of action can be taken to maintain the detour. A dragline could be mobilized to lower the pool level by removing slide material from the toe of the earthflow. The excavation spoils can be placed on the earthflow above the original river channel to increase passive slide resistance: this would tend to slow the earthflow movement rate, thus further protecting the detour. See Appendix "A", Geotechnical Analysis, for effect of a surcharge on the slide.

The cost of this operation is estimated to be about $100,000.

Recommendation

As recommended, we decided to riprap the slope below the detour to prevent erosion and allow the slide to continue without the installation of pipes. The slowing of slide movement, low but reasonable assurance that the slide will stabilize at a backwater pool elevation of 2430 feet and ability to keep a channel open and water elevation below 2443, makes this a reasonable short term solution.

Permanent-Relocation Alternatives

In addition to the initial consideration given to Sparta Road, three other alternates have undergone a rough reconnaissance investigation for use as a permanent relocation for Highway 86. As was indicated earlier, Sparta Road has been eliminated for further consideration as a permanent relocation due to the sharp switchback curves, steep grades, high elevations and a rough reconnaissance estimate of over $15 million to upgrade it to a 32-foot roadway with reasonable alignment.

The following three alternatives are all based on providing a 32-foot paved roadway with alignment standards similar to the existing highway. (See Exhibit "A").

Alternate No. 1 - Five Mile Creek Road

This route would generally follow Five Mile Creek Road which is approximately a mile south of the existing highway. It leaves the existing highway about 10 miles west of the slide and stays above the southern rim of the canyon. This route reaches a maximum elevation of 3100 feet at a point which is south of the slide. The route then drops down along the south side of the canyon until it reaches the existing highway. This route includes approximately 2-1/2 miles of 6% grade on the easterly end.

This is an existing dirt road and would require one river crossing structure. Based on a very rough reconnaissance estimate from quad sheets, the construction cost of this alternate would be approximately $12 million exclusive of any further work that might be required in the slide area to facilitate the river flow and stabilize the slide. This route is completely free of any influence from the slide or the potential backwater pool.

This route has been pre-marked and flown but has not had a "P" line run or cross-sections taken yet. This should be done by early December.

Alternate No. 2

This route consists of three miles of relocation. The route would start climbing above the existing highway at elevation 2500 and stay at or above that elevation. It would cross through a saddle opposite the landslide at elevation 2575. From the saddle the route would drop back down and recross the river about a mile downstream from the slide.

This alternate requires two river crossing structures. A rough preliminary estimated cost for the road work is in the vicinity of $5 million.

The Geotechnical Group recommends that this route not be below (downslope of) the saddle. This route has 6% gradients on each end with the longest being about 1/2 mile in length.

As proposed this alternative stays above any backwater pool that is less than elevation 2500. If a substantial backwater pool exists, there will be risk of slides along the relocation. Stabilization and repair of slope failures could cost $1 million or more.

The pool height can be maintained on a permanent basis by providing a permanent conduit of sufficient size to handle peak flows (possibly 50-year flood) or by maintaining a spillway over the slide below elevation 2500.

Tunneling and placing a conduit at a low elevation would be very costly. The length of conduit would be at least 800 feet through the south hillside and would have to be about 14 feet in diameter. Geotechnical investigation has not been conducted to fully evaluate the feasibility of tunneling. This proposal is based on visual observation of exposed rock and limited seismic investigation. Based on a rough reconnaissance estimate, the tunnel cost would be in the vicinity of $4 million.

A spillway to control the pool elevation below 2500 feet is feasible if the slide stabilizes itself without creating a high dam.

The predictions for maximum pool elevation at the slide range from 2430 to 2550 feet. The 2550-foot elevation is considered the extreme case with a low chance of occurence.

The more possible pool elevations are 2430 to 2500 feet. When the slide reaches these depths and stabilizes, equipment will be able to work on the slide. The purpose of the spillway would be to control the upstream pool level and to reduce erosion of the earthflow and thereby decrease material being transported downriver. A rough preliminary estimate of cost for a spillway is $1.5 million or more.

In summary, Alternate 2 without any slide stabilization work would cost in very rough figures:

A) Road work and Tunnel - $ 9.0 million
B) Road work and Spillway - $ 7.5 million

This route has been pre-marked and flown, but has not been surveyed. This line should be surveyed by early December.

Alternate No. 3

This alternate is to keep the highway on the north side of the canyon over the slide.

To construct the highway over the slide, stabilization measures would be required. These would consist of removing material from the head of the slide and placing approximately 2 million cubic yards of rock to form a buttress against the bottom. The river channel would be stabilized to prevent erosion.

Based on rough reconnaissance estimates, this alternate would cost in excess of $15 million. This alternate also carries the risk of further landslide movement, which could again close the road.

Comparison of Cost for Relocation Alternates

Figure 3 compares the costs for the three alternates discussed above.

Summary and Conclusions

In summary, the slide is still moving at approximately 0.7 feet per day and is on a decreasing movement trend.

Traffic is presently being routed over the Sparta Road detour which is not considered a suitable route, especially through the winter.

Two contracts have been awarded to construct an emergency detour -- one for the construction of two stream crossings and the other for the construction of 0.8 mile of gravel surfaced road. This work should be complete in early December.

Based on a stability analysis of the slide and the decreasing rate of movement of the slide, it is predicted that the slide will not create a backwater pool elevation of over 2440. The slope below the emergency detour to the water level has been riprapped to prevent erosion.

The Sparta Road, existing Highway 86, Powder River downstream to the Brownlee Dam and all proposed alternate routes have been pre-marked and flown. Alternates 1 and 2 will be surveyed in the next few weeks.

We will continue to monitor the slide movement on a weekly basis. The monitoring should include the movement at the toe and the elevation of the backwater pool.

A plan will be developed to mobilize draglines and other necessary equipment to maintain an acceptable river channel past the slide if the backwater pool reaches elevation 2430 feet, and appears it will exceed 2436 feet.

It is too early at this point in time to select a permanent relocation route around the slide area. Depending on the weather, seismic activity, and slide movement, we may be able to make a decision in a few months and, then again, a solution may not be apparent until February or March of 1985.

Discussions with other State and Federal agencies concerning permanent provisions for the Powder River flow past the slide area need to be continued in an attempt to determine the best alternatives for all concerned to reach a concensus of agreement on a final selected alternative and establish responsibilities of those involved.

11/28/84
ET23 LOCHIW.GE

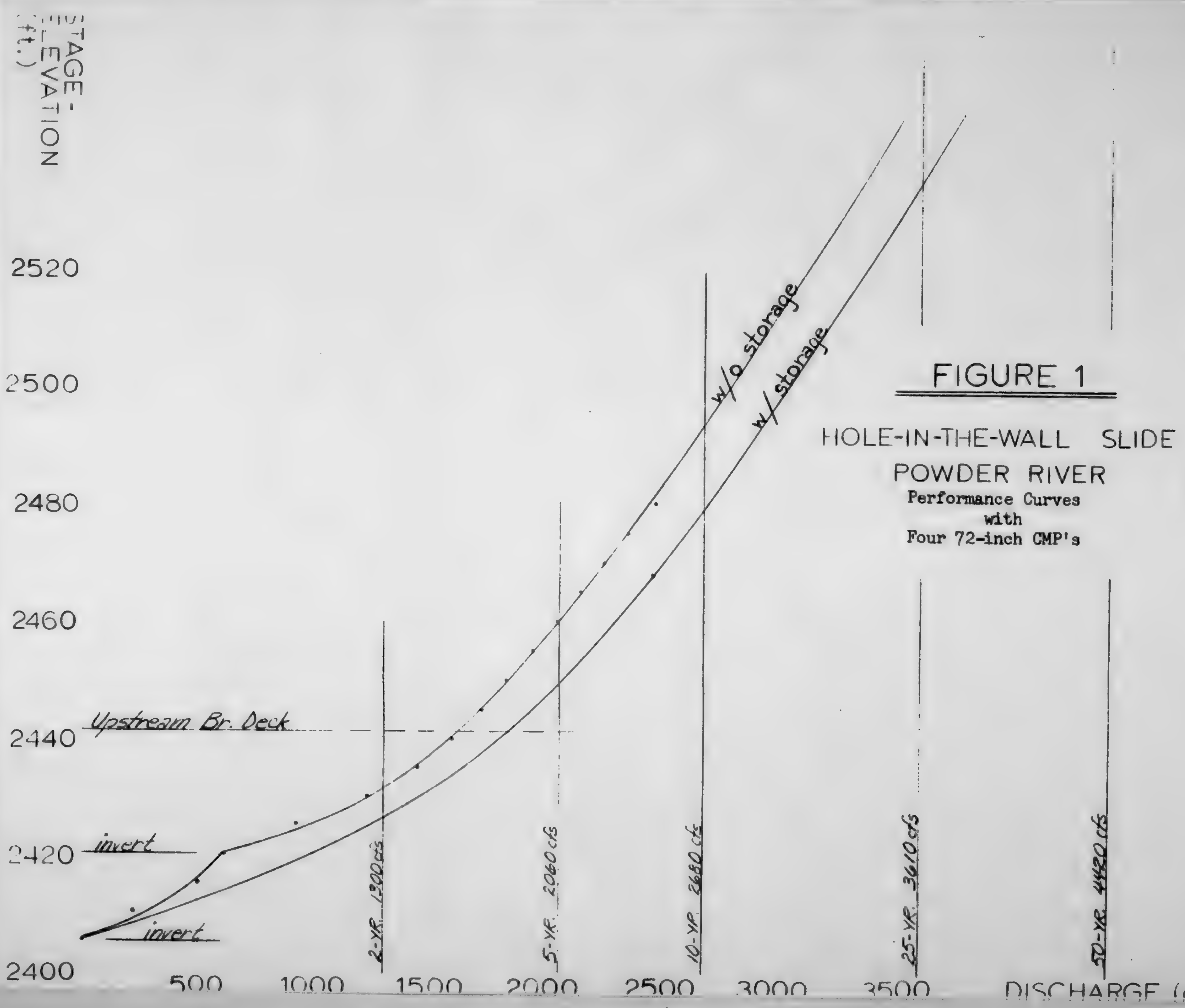
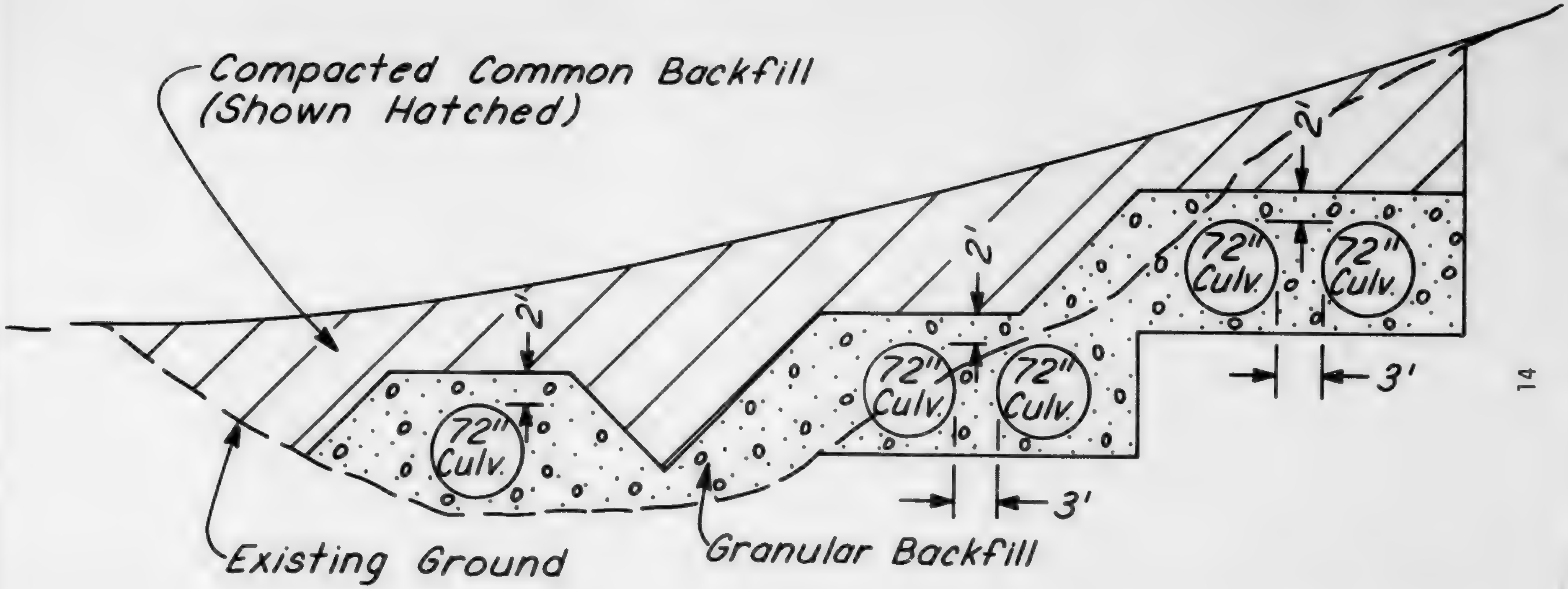


FIGURE 1

HOLE-IN-THE-WALL SLIDE
POWDER RIVER
Performance Curves
with
Four 72-inch CMP's

HOLE IN THE WALL SLIDE SEC.
BAKER - COPPERFIELD HWY.
BAKER COUNTY
FIGURE NO. 2


Compacted Common Backfill
(Shown Hatched)
2'
72" Culv.
2'
72" Culv.
72" Culv.
3'
2'
72" Culv.
72" Culv.
3'
Existing Ground
Granular Backfill

Note: After The Granular Backfill Is Placed And Compacted, Place Common Material Over The Pipes And Across To The Face Of The Slide.

FIGURE 3. SUMMARY OF ALTERNATIVES AND COSTS

	CONSTRUCTION COSTS ROADWAYS & STRUCTURES	SLIDE CORRECTION		RIVER PASSAGE AT SLIDE	TOTAL COST
		HOLE-IN-THE-WALL	OTHER POTENTIAL SLIDES		
DETOURS					
Sparta Road	$ 100,000	-	-	-	$ 100,000*
Detour at Slide	$ 750,000	-	-	Temporary $ 100,000	$ 850,000*
PERMANENT RELOCATION					
No 1 - Five Mile Creek Road	$12,000,000	-	-	Permanent Spillway $ 1,500,000	$13,500,000**
No 2 - South Side of Canyon	$ 5,000,000	-	-	Tunnel $ 4,000,000	$ 9,000,000**
	$ 5,000,000	-	$ 1,000,000	Spillway $ 1,500,000	$ 7,500,000**
No 3 - North Side of Canyon (Over the Slide)	$ 1,500,000	$13,500,000	-	-	$15,000,000**

* Based on actual expenditures and engineering estimates.

** Costs for permanent relocation alternatives are preliminary estimates developed from Quadrangal Sheet projections.

APPENDIX "A"

HOLE-IN-THE-WALL-GULCH SLIDE
M.P. 30 BAKER-COPPERFIELD HIGHWAY
BAKER COUNTY

PRELIMINARY GEOTECHNICAL REPORT OUTLINE
November 1984

I. GEOLOGY OF SLIDE

A. Slide: Flows, ash, tuff, overlying weathered zones of Diorite, Granite, and Greenstone.

B. Ground water

  1. Several springs near and on landslide.

  2. Recent wet years.

C. Faults: Several faults in slide vicinity. Faults possibly intersect beneath landslide.

II. HISTORY OF SLIDE

A. In early August, Mr. Young, a farmer-miner, noted tension cracks (local maintenance monitored apparent movement).

B. August 10: Earthquake of magnitude 3.5 recorded in vicinity.

C. August 22: Earthquake of magnitude 5.7 recorded near Challis, Idaho.

D. September 18: Survey tagline to measure slide movement was established. See Figures 2, 4, 4A, 5.

E. September 18: Earthquake of magnitude 3.5 recorded in vicinity.

F. September 19: Road closed; large boulders falling on road - see photo.

G. September 25: Geological investigation began.

H. September 28: Rockfall cone developed on road - see photo.

I. Spring migration: A spring originally located in the quarry decreased in flow and a spring in the mid-toe area increased in flow, then migrated southeasterly, then buried beneath earthflow.

J. October 2: 600'length of highway covered with slide debris.

K. October 9: 400' wide earth flows pushing river to the south and out of it's channel.

III. DESCRIPTION OF LANDSLIDE

A. Exhibits: photo mosaic, air photo

B. Approximate size: Length=1,500 ft.; width=1,000 ft.;
depth=200 to 300 ft.; volume=10 million cu. yds.

C. In our opinion, the landslide consists of two main slump blocks

1. deep-seated at the toe
2. shallower (200'-300' deep) at the upper portion.

Describe photos.

D. Exhibit: time rate of movement, natural scale & semi-log time

E. Although ground cracks were reported in August, significant slide movement did not start until about September 18th. The rate of lateral movement (velocity) decreased from 4.2 to 0.7 feet per day in a period of 1 month. An increase in the rate of movement was measured from October 18th to the 25th, followed by a decreasing trend. As of November 6th, the rate of movement is about 0.7 feet per day. Although a decreasing rate of movement is now occurring, climatic conditions (rain/snow) and seismic events may cause localized movement rate increases. With the onset of the relatively wet winter/spring seasons, continued slide movements should be anticipated through next Spring.

F. The toe of the landslide, an earth flow, is advancing south and creating a dam in the river channel. It has pushed the Powder River out of it;s channel and onto the south hillside, where the river is currently eroding a relatively narrow channel. Due to the increased river elevation at the landslide toe, a reservoir is forming upstream. The maximum depth of the reservoir is about 15 feet. The upstream end of the existing pool is near the proposed temporary bridge location. The river is depositing gravel/cobble sized material downstream as it erodes the toe of the landslide.

IV. GEOLOGY SOUTH OF POWDER RIVER

A. Figure 6: Site Plan

B. Figure 7 & 8: Geophysical Surveys & borings. Subsurface conditions consist of ancient landslide debris, i.e., clay and rock fragments.

C. River bend at Sta. 108+50 (new detour alignment Sta.) may cause erosion and undermine support to proposed roadway.

D. Good foundation conditions provided by Greenstone rock unit at Sta. 107, Sta. 109+, Sta. 120.

V. ROADWAY CONSTRUCTION CONSIDERATIONS

A. Construction of a road section over the landslide would require stabilization of the slide and river channel. Costs for this alternate may be in the order of $15 million. This scheme includes a risk that all landslide movement might not be abated by the "stabilization" earthwork.

B. Construction of a temporary detour is in progress. This detour is cut into the 2H:IV hillside on the south side of the river. It is planned that the detour road be in use through the Spring of 1985, and possibly longer. Continued earthflow movements will cause the upstream pool to deepen and lengthen, thus possibly flooding the upstream approach to the detour road. Ongoing river erosion of the south hillside may cause undermining of the temporary detour road. It is therefore, recommended that erosion protection be provided, i.e., culverts to channel the river through the slide mass, or riprap placed against the south hillside from the river level up to the road level and the upstream bridge relocated further upstream. It is anticipated that the earthflow will continue to fill the river channel to a height of about 30 to 80 feet during the upcoming winter/spring months. Long term, if the landslide is unrestrained, a potential "dam" height of 200 feet might be realized. Therefore, long term use of the temporary detour, which is located at an elevation of about 75 feet above the original river level, is doubtful.

C. Construction of a permanent alignment to the south of the detour is located in an ancient landslide area. Deep cuts and fills would need to be designed considering weak clay zones, which would possibly result in the need for localized rock buttresses and similar.

STABILITY ANALYSES

As the landslide continues, the earthflow at the toe realigns the river and moves against the south hillside. This results in increased earthflow thickness and a deeper upstream pool. Stability analyses were performed to determine the levels of stability of the earth flow (slide toe) at various earth flow thicknesses.

Since the earthflow is still moving, a factor of safety of 1.0 was assumed for existing conditions. The factor of safety of an active landslide experiencing relatively slow movements is slightly less than 1.0. The factor of safety is defined as the ratio of all resisting forces to all driving forces. As a landslide develops additional resistance, such as passive resistance at the toe, due to the accumulation of slide debris, the factor of safety increases. Computed factors of safety between 1.0 and 1.2 indicate questionable stability. Above 1.2, the factor of safety indicates an increasing level of stability that would be satisfactory for cuts and fills. A factor of safety of 1.5 or greater would be safe for dams.

Various factors affect stability, including: geometry and orientation of the slope and various soil/rock zones, groundwater and river levels, weight of soil/rock materials, and the shear strengths of the soil/rock materials. The analyses assume a translational slide with passive toe resistance developed above the original river channel.

The purpose of the stability analyses reported herein, is to evaluate whether the landslide would stabilize itself sufficiently such that the temporary detour is not adversely affected (by either slide mass or by an elevated upstream pool). The results of the stability analyses are presented in Table 1.

The results of the stability analyses indicate that the landslide factor of safety will not be very high for the cases considered, i.e. a factor of safety in the order of 1.13.If culverts are placed in the river to control upstream pool levels, then the factor of safety would improve to a level of about 1.16. The analyses indicate that additional stability can be gained by placing a surcharge fill on top of the earthflow above the original river channel. For a surcharge 10 feet thick and 100 feet wide, the calculated factor of safety increases to 1.2 and 1.23 for the "no culvert" and "with culvert" cases, respectively.

Placement of a surcharge fill can be considered to slow earthflow movements if it appears that the earthflow is on the verge of adversely affecting the temporary detour road.

The computed factors of safety are relatively low and thus indicate there is some risk that the landslide earthflow may eventually affect the temporary detour.

TABLE 1: EARTHFLOW STABILITY ANALYSES

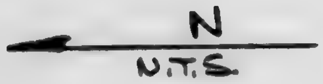
CONDITION	UPSTREAM POOL ELEVATION	EARTHFLOW THICKNESS	COMPUTED FACTOR OF SAFETY
Existing	2400'	40'	~1.0
Future	2430'	80'	1.12
	2440'	90'	1.14
Future w/ Surcharge	2430'	80'	1.20
	2440'	90'	1.20
Future w/ Culverts	2410'	80'	1.15
	2410'	90'	1.18
Future w/ Culverts & Surcharge	2410'	80'	1.23
	2410'	90'	1.23

(1) Earthflow thickness is the average anticipated at the centerline of the original river channel.

(2) All factors of safety (F.S.) should not be considered absolute, but rather should be compared to the existing F.S. ≈ 1.0.

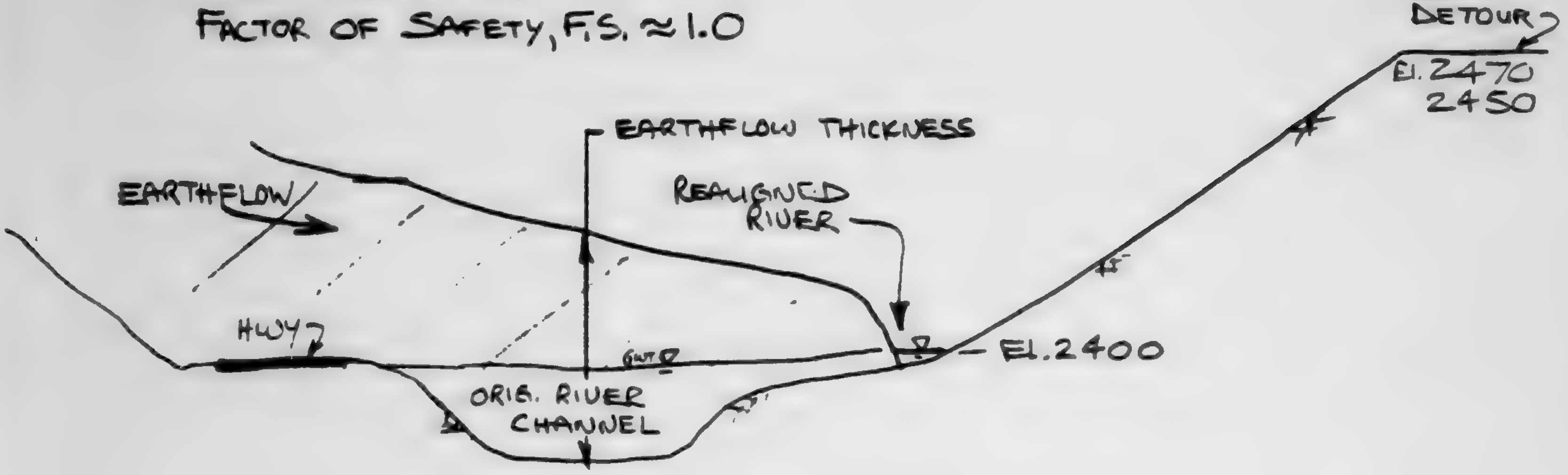
RESULTS OF STABILITY ANALYSES

TYPICAL CROSS SECTIONS

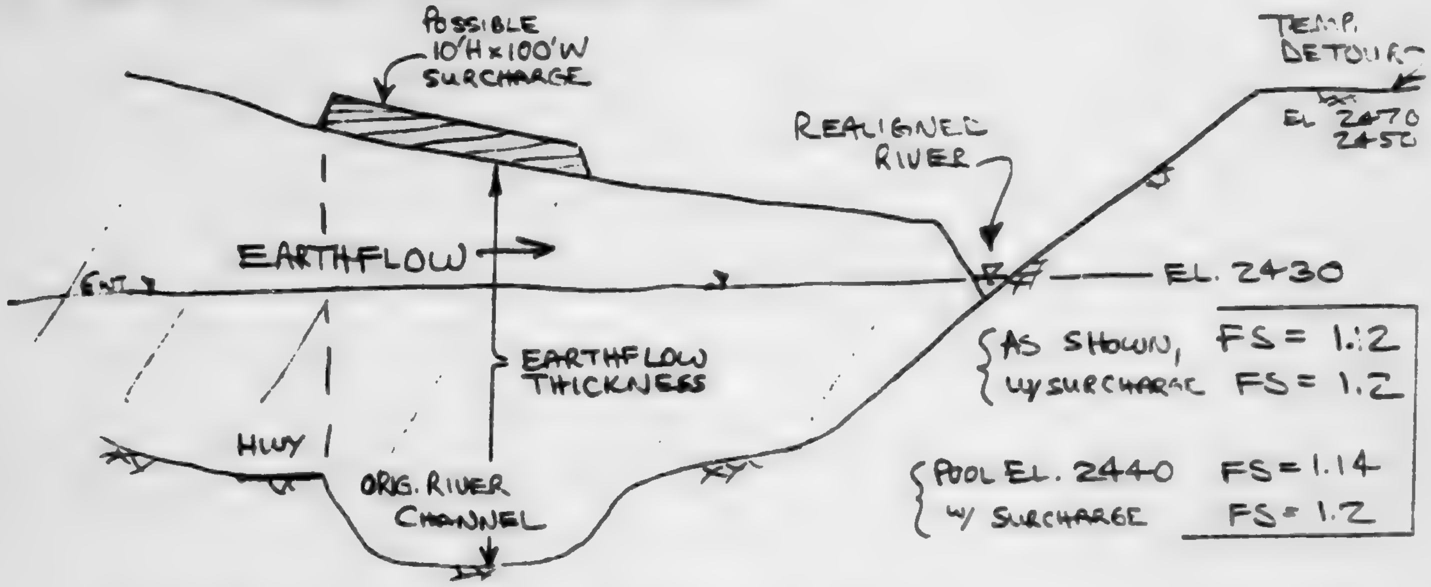


I EXISTING CONDITION

FACTOR OF SAFETY, F.S. ≈ 1.0


TEMP. DETOUR
EL. 2470
2450
EARTHFLOW THICKNESS
EARTHFLOW
REALIGNED RIVER
HWY
GWT
EL. 2400
ORIG. RIVER CHANNEL

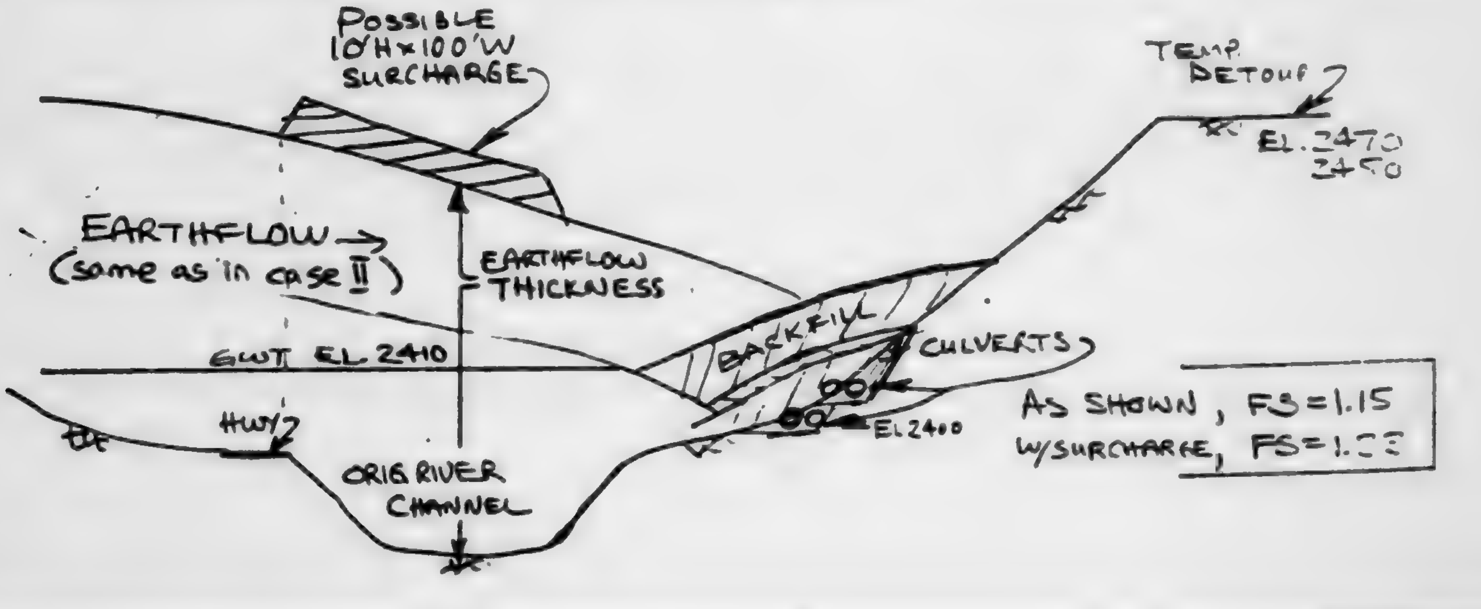
II 40-FT. DEEP UPSTREAM POOL


POSSIBLE 10'H×100'W SURCHARGE
TEMP. DETOUR
EL 2470
2450
REALIGNED RIVER
EARTHFLOW
GWT
EL. 2430
EARTHFLOW THICKNESS
HWY
ORIG. RIVER CHANNEL

AS SHOWN, FS = 1.2
W/SURCHARGE FS = 1.2

POOL EL. 2440 FS = 1.14
W/ SURCHARGE FS = 1.2

III CULVERTS TO DRAIN UPSTREAM POOL (TO CONTROL POOL ≤ EL. 2410')


POSSIBLE 10'H×100'W SURCHARGE
TEMP. DETOUR
EL. 2470
2450
EARTHFLOW
(same as in case II)
EARTHFLOW THICKNESS
BACKFILL
CULVERTS
GWT EL. 2410
HWY
EL 2400
ORIG RIVER CHANNEL

AS SHOWN, FS = 1.15
W/SURCHARGE, FS = 1.23

CONSIDERATIONS FOR CULVERT INSTALLATION

If culverts are installed to regulate river flow, we recommend that the culverts be bedded and backfilled with suitable granular fill. Granular fill should be placed a minimum 10 feet thick over the culverts in order to reduce the potential for landslide movements affecting the culverts. The surface of the backfill should be sloped down to the north at about 3H:IV. Then a 2 foot thick layer of clay soil fill should be placed on top of the granular back fill, followed by 10 to 15 feet (thickness) of common fill as a buttress from the south hillside to the toe of the earthflow.

RATE OF LANDSLIDE MOVEMENT

Although ground cracks were reported in August, significant slide movement did not start until about September 18th. The rate of lateral movement (velocity) decreased from 4.2 to 0.7 feet per day in a period of 1 month.

An increase in the rate of movement was measured from October 18th to the 25th, followed by a decreasing trend. As of November 6th, the rate of movement is about 0.7 feet per day. Although a decreasing rate of movement is now occurring, climatic conditions (rain/snow) and seismic events may cause localized movement rate increases. With the onset of the relatively wet winter/spring seasons, continued slide movements should be anticipated through next Spring.

PIPING POTENTIAL

The potential for piping through the earthflow "dam" was evaluated. The hydraulic gradient is an important factor in evaluating piping potential. The hydraulic gradient is defined as the head of water developed at the upstream side of the "dam" divided by the length of the seepage path through the "dam". Typically, the critical hydraulic gradient is about 1.0. The factor of safety against piping used in design is generally 4 or greater. Therefore, a maximum allowable hydraulic gradient of about 0.2 should be considered. For the earthflow "dam" which has a length of about 400 feet, the maximum water head (pool depth) allowable would be about 80 feet.

EFFECTS OF UPSTREAM POOL

The upstream pool, being developed as the earthflow realigns the river, will cause an elevation in groundwater levels in the hillsides upriver. The effect of groundwater increases is generally a reduced level of slope stability. At this time, no investigation has been made of the upstream slopes. In our current opinion, it is possible that localized slope failures may occur as a result of increased groundwater and river levels.

GM:mm

N H 6-1

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

RECEIVED
STAT HWY ENGR
NOV 23 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: File

DATE: November 21, 1984

FROM: for Gary A. Potter, Manager
Program Section

SUBJECT: Expediting Contract Award

NOTED
W. E. SCHWARTZ

The special provisions for the Hole in the Wall Slide Section contained the following:

SECTION 103 - AWARD AND EXECUTION OF CONTRACT

> 103.02 Award of Contract and Retention of Proposals - In order to give the low bidder as many working days as possible to complete the project, the Highway Division intends to expedite the award and execution of the contract documents at the earliest possible date.
>
> Bidders should be prepared to have their surety sign the performance bond and their corporation officers available the day of the bid opening and those following for immediate execution of the contract upon notification of award.

Commission Services received a number of questions relative to the meaning of this Section. Typical questions include are the bidders to bring surety and/or corporate officers to the bid opening with them. We also receive inquiries on whether they should complete the performance bond prior to bid opening. Similiar confusion has existed on other projects when the Division has used this specification to expedite award and execution. It doesn't seem practical to have all bidders on a project bring their corporate officers in to sign on the day of bid opening.

In an attempt to minimize this confusion on future jobs we propose the following:

> 103.02 Award of Contract and Retention of Proposals - In order to give the low bidder as many working days as possible to complete the project within the specified time limit, the Highway Division intends to expedite award and execution of contract documents at the earliest possible date. After bid opening, a representative of the low bidder should contact Commission Services to arrange for completion and delivery of the necessary contract documents.

Contains Recycled Materials

Your comments are invited. If you agree, we will use this in the future where appropriate. If you have suggested revisions, please let me know.

WHW:me
cc: R.N. Bothman
E.S. Hunter
✓W.E. Schwartz
J.H. Versteeg
Steve Macnab
Bob Gormsen

1925 12 W

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Memo to File

DATE: November 20, 1984

FROM: Wayne F. Cobine
Federal Aid Engineer

SUBJECT: Hole in the Wall Slide
Baker-Copperfield Highway
Baker County
Contracts 9925 and 9926

Apparently there has been some confusion about actions necessary to make payments to the contractors on the subject projects.

There are two projects, one being with Hamilton Construction for generally furnishing, installing and removing the detour structures, and the second with Foley Roads Inc./V & K Logging Co., Inc. for the grading and base work.

Each contract is administered and payments made to the appropriate contractor each month based upon work performed. If you have not already received the Monthly Estimate and Cost Report they will be forthcoming. Blank forms can always be used to make the first estimate if there is a need.

The contract with Hamilton is for furnishing services, materials and monthly rental on the temporary structures and contains 5 bid items with costs set aside for installation and removal under anticipated items (Extra Work).

All other work associated with the project would be chargeable to the Foley contract.

I am enclosing a copy of the preliminary contract with Hamilton for your information since it was handled in a slightly different process. You will receive a signed contract later.

WFC:bkb
Enc.
cc: C.O. Fredrickson, w/contract
R.D. Hector, w/contract
Joe Schlieski, w/contract
Walt Hart
✓ Hal Versteeg

1 Versteeg ✓
Anderson
Adams
3 [illegible] M
Edwards
[illegible]
Trout
Wakerlig

RECEIVED
[illegible] 1984
ROAD DESIGN SECTION

2 Duane
Do Not File ☐
Return To
Bring Up ____/____/____
Action

Contains Recycled Materials

9125

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 2, 1984

In Reply Refer to
File No.:
DES 16

The Honorable Mark O. Hatfield
United States Senator
Room 114 Pioneer Courthouse
Portland, OR 97204

[illegible]
MA 6-1

Hole in the Wall Slide
Baker-Copperfield Highway
Baker County

The following is a status report of the closure of Highway 86 between Baker and Richland which was caused by a massive landslide on the north side of the highway. The landslide was started by a seismic event, which occurred about September 18, 1984. The road was closed September 19, 1984 and traffic was detoured over a county road, locally known as the Sparta Road. Using the Sparta Road as the detour all winter is both undesirable and hazardous. Sparta Road is a gravel road and is about 17-1/2 miles long. The road also has some very sharp hairpin curves.

The following actions are being taken by the Highway Division:

1. We are widening the hairpin curves at each end of the Sparta Road detour enough to allow trucks to stay on their own side of the road.

2. We are installing guardrail at the most hazardous locations.

3. Additional gravel has been added where needed.

4. Bids were received yesterday, November 1, 1984, for the construction of a temporary detour skirting the landslide at the location where it is currently damming the Powder River. It is intended that this detour serve highway traffic through the winter months.

5. We are working on several alternatives for a permanent solution to restoring highway traffic on a paved road constructed to highway standards. When enough data is assembled to make a decision on a permanent solution, it is our intent to get that under contract in time to allow the construction to be completed during the 1985 construction season.

Form 734-3122

The slide is continuing to move at a fairly rapid rate and complete damming of the Powder River appears inevitable. The height of the dam which will be formed by the slide is difficult to estimate at this time. However, it will probably be substantial and may exceed 50 feet in height.

We believe that our actions currently underway to provide a temporary detour by the first week in December should alleviate the concerns expressed in letters you recently received from Baker County residents. They are all aware of the actions that we are taking and are supportive.

In addition, we have notified the Federal Highway Administration of our intent to apply for Emergency Relief funds. As soon as a permanent solution has been developed and firm cost estimates prepared, we will make formal application for the amounts of money estimated to be needed. We anticipate that we will receive approval for use of ER funds. However, we will send you a copy of the formal application for funds at the time we apply to FHWA.

I have attached a copy of the letter which Governor Attiyeh is sending to citizens who write in about the State's activities relative to the slide.

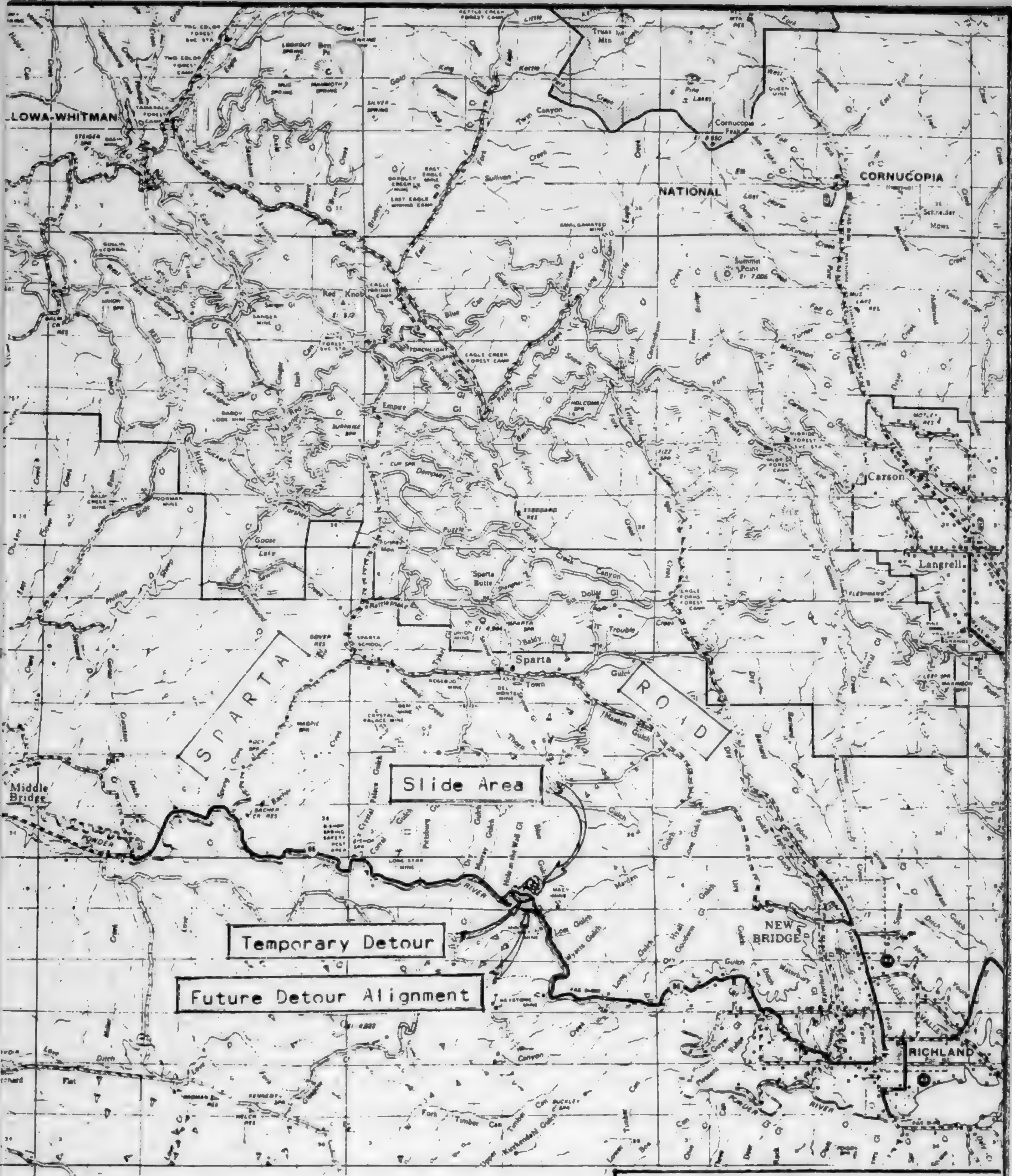
Please call if you need additional information for answering letters you receive.

E. S. Hunter, P.E., P.L.S
Assistant State Highway Engineer
Technical Services Branch

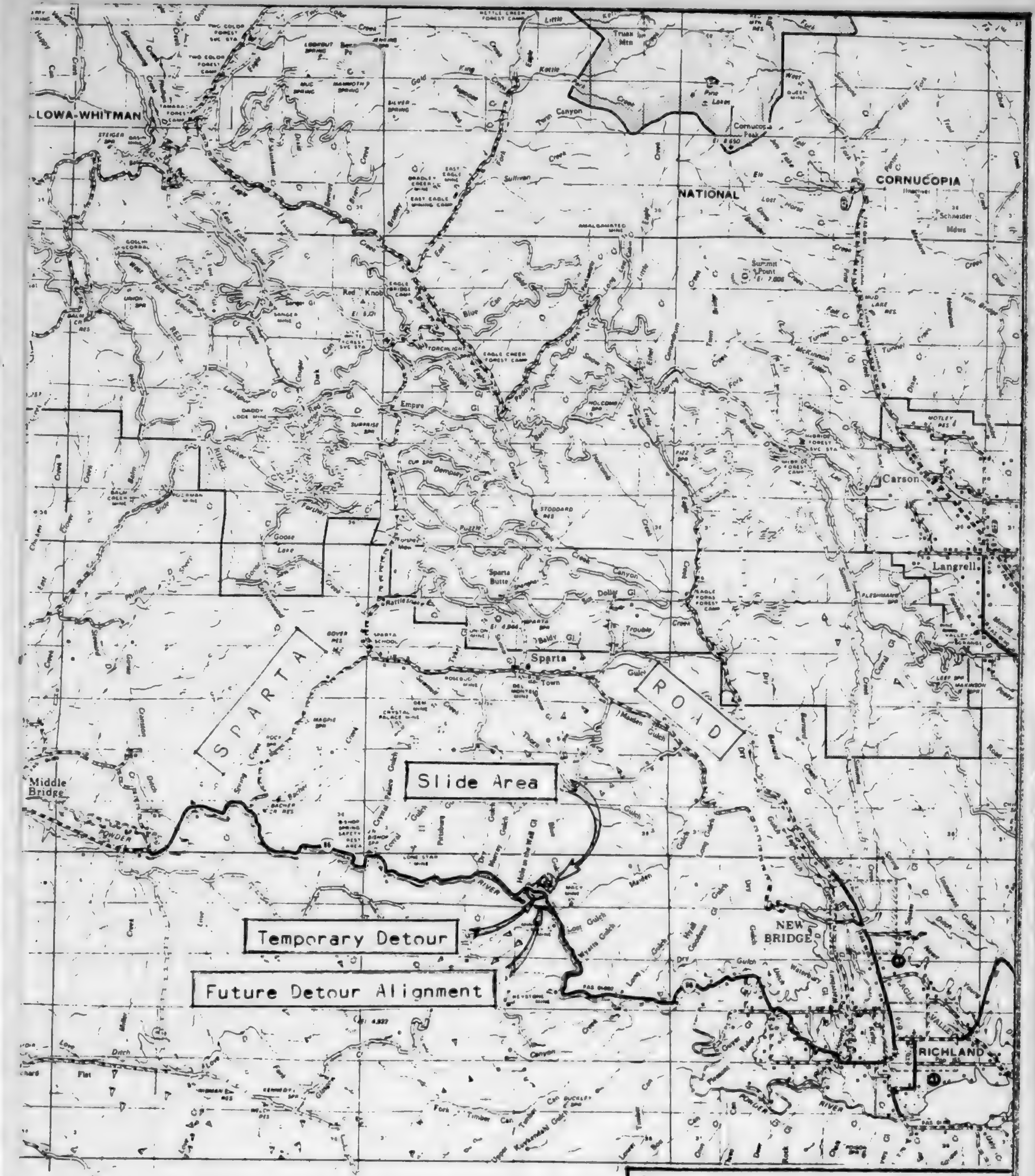
ESH:ja

Attachments

bc Fred Miller (enc.)
H. S. Coulter "
W. E. Schwartz "
R. N. Bothman "
J. H. Versteeg "
Walt Hart "
R. D. Hector "
Gary Potter "


WALLOWA-WHITMAN
NATIONAL
CORNUCOPIA
Cornucopia Peak
Twin Canyon
Sullivan Creek
Red Knob
Summit Point
Empire Gl
Dempsey
Eagle Creek Canyon
Sparta Butte
Dollar Gl
Baldy Gl
Sparta
Town
Trouble
Carson
Langrell
Goose Lake
SPARTA ROAD
Slide Area
Middle Bridge
POWDER RIVER
Temporary Detour
Future Detour Alignment
Hole in the Wall Gl
Maiden Gulch
NEW BRIDGE
RICHLAND
Canyon
Timber Can
R 43 E
R 44 E

Oregon State Highway Division
Sketch Map
HOLE IN THE WALL SLIDE SECTION
Baker - Copperfield Highway
Baker County
October, '84



WALLOWA-WHITMAN
NATIONAL
CORNUCOPIA
Carson
Langrell
SPARTA
ROAD
Sparta
Sparta Butte
Baldy
Middle Bridge
Slide Area
Temporary Detour
Future Detour Alignment
NEW BRIDGE
RICHLAND
POWDER
RIVER
Red Knob
Empire
Goose Lake
Dempsey
Summit Point
Cornucopia Peak
Truax Mtn
Schneider Mdws
Tunnel
Dollar Gl
Trouble
Maiden Gulch
Hole in the Wall Gl
R 43 E
R 44 E

Oregon State Highway Division
Sketch Map
HOLE IN THE WALL SLIDE SECTION
Baker - Copperfield Highway
Baker County
October, '84

VICTOR ATIYEH
[illegible]

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 25, 1984

Thank you for your letter of October 7, relating to the landslide in Powder River Canyon. I am pleased to report the following positive steps that we have taken.

I have signed an Executive Order declaring an Emergency Disaster in Baker County. The Order directs all state agencies to render such assistance as may be possible in dealing with this emergency disaster and to call upon the federal, local and private entities for their assistance.

Immediate repair and reconstruction of Oregon Highway 86 is vital to the security, well being, and health of the citizens of the affected area. Therefore, I have asked the Secretary of Transportation of the United States to concur in the declaration of this emergency.

The Oregon Transportation Commission has directed that construction begin as quickly as possible on a temporary detour that will cross the Powder River on each side of the slide and traverse the bank opposite the slide at approximately 70 feet above the river bed. The detour will be approximately 3,000 feet long. Completion date is projected for December 7, 1984. Between now and December 7, the Highway Division is taking positive steps to make the Sparta Road detour as safe as possible.

I hope these emergency actions will alleviate the hardship on the area through the winter ahead. This will allow time for the development of a sound plan for a permanent solution once the slide area has been stablized.

Sincerely,

Victor Atiyeh
Governor

MARK O. HATFIELD
OREGON

ROOM 114, PIONEER COURTHOUSE
PORTLAND, OREGON 97204

475 COTTAGE, N.E.
SALEM, OREGON 97301

United States Senate
WASHINGTON, D.C. 20510

October 22, 1984

H.S. Coulter
Highway Division
140 Transportation Building
Salem, Oregon 97310

Dear Scott:

Enclosed please find copies of correspondence I have received from officials in Baker County. As you will note, these individuals are concerned with the closure of Highway 86 between Richland and Halfway and the subsequent impact on Baker County.

I realize that ODOT is actively working on this stretch of highway, and your efforts are appreciated. Please keep me apprised of developments and let me know if I can be of assistance. You can direct your communication to my Portland field office, 114 Pioneer Courthouse, Portland, Oregon 97204.

Thank you for your attention and consideration in this matter.

Sincerely,

Mark O. Hatfield
United States Senator

MOH:a
Enclosures

RECEIVED
STATE HWY ENGR

OCT 25 '84

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

"Center of Oregon's
Adventureland"
CITY OF BAKER OREGON
P.O. Box 650
BAKER, OREGON 97814

Office City Hall
503-523-6541

October 12, 1984

Governor Victor G. Atiyeh
254 State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

Baker county is on the verge of an economic disaster due to the indefinite closure of State Highway 86 by a massive landslide, and we are very concerned that efforts by the State to alleviate this are proceeding far too slowly and, worse, are headed in the wrong direction.

Highway 86 connects the Richland - Halfway areas with the rest of Baker County. It is the only paved access that these agricultural and timber-rich areas have not only to the rest of the county, but indeed to Oregon itself.

At a public meeting called October 10, 1984, a representative from the Highway Department stated that they were studying several possible detours around the slide and that plans were being made to keep the Sparta Road bypass, the present detour, open through the winter. The overwhelming testimony at that public meeting - from farmers, ranchers, and truck drivers who have lived in the area all their lives - was that the Sparta Road is unsafe and totally unacceptable. It is a one-land gravel road which winds some 15 miles up into the mountains and then drops precipitously back down to the valley floor. Ellingson Timber testified that they had planned to haul five million board feet from the Halfway area this winter, but due to the fact that the Sparta Road is often impassable to large trucks, even though an effort is made to plow the snow, they will be forced to buy their timber from sales in Grant County. This would mean an economic loss to Baker County of $250,000.00 in lost timber receipts.

Similarly, ranchers, dairy farmers, and others ship their products from the Halfway - Richland area, stated that they would be forced to send their products out via Idaho highways. A glance at the map will show you that the natural market community for these goods then becomes Weiser, Idaho. Surely, we need to make every effort to keep the economic benefits for our people and our lands within the State.

Time is very short if an alternative road around the slide is to be developed. The slide is rapidly blocking the Powder River alongside the highway. If there is any feasible way to keep the river open, and thus prevent it from backing up and blocking short range detours around the slide, that action needs to be taken immediately. The representative of the Highway Department said that their aerial photos and topography maps would not be ready for detailed study for a week to ten days. In that time, it is entirely possible that the canyon will be completely blocked the landslide and water will be backed up beyond the point where detour ads and emergency bridges are feasible. It would be a shame to study his problem for so long that nature and the coming winter months deprive s of the best alternative.

e would appreciate any and all efforts that you could exert on our behalf n seeing that the magnitude of our problem is recognized by responsible tate agencies. Since it is already starting to snow in the mountains, ime is of the essence. Your efforts on our behalf will be sincerely ppreciated.

incerely yours,

Richard G. Haynes

ichard G. Haynes, Chairman
aker Industrial Development Commission

GH:jal

c: Senator Eugene Timms
State Representative Max Simpson
Congressman Bob Smith
Senator Hatfield
Senator Packwood
Mayor of Richland
Mayor of Halfway
Baker County Chamber of Commerce

Dr. L.E. Rarey

Baker City Chiropractic Clinic

2170 First Street
BAKER, OREGON 97814
Phone 503/523-6561

October 10, 1984

Senator Mark Hatfield
Senate Office Building
Washington, D.C. 20510

Dear Sir:

Are you aware of the emergency situation we are having over here in Eastern Oregon? The highway is slipping into the Powder River! We feel this is a real disaster area. The people that live in Richland and Halfway are being forced to use an alternate graveled route that is very steep and crooked and not built to withstand the amount and weight of traffic that now is being forced to travel on it. There have already been several accidents. We have severe winters in this area and more accidents are very probable if conditions are not corrected or circumvented, as soon as possible. There are, besides automobile traffic, logging trucks, milk trucks, gasoline trucks, cattle trucks etc. Hunters from all over come to this area and present another problem with their hunting rigs and sometimes lack of knowledge of road conditions. The main medical facilities are located in Baker and require much traffic from out of the "panhandle" area.

A great economic loss to the community of Baker is another possibility if the route to Baker is not improved. People will be forced to take another route and do their business in Idaho.

There is a great need for prompt attention to this disaster!

Sincerely,

L.E. Rarey, D.C.
irector of Baker Co. Chamber of Commerce

BAKER COUNTY

COURTHOUSE
BAKER, OREGON
97814

October 10, 1984

Honorable Victor G. Atiyeh
Governor of the State of Oregon
254 State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

The Baker County Court would like to solicit your support and assistance in an emergency situation that now exists in Baker County. We are referring to the massive landslide that has occured on Highway 86 located between Baker and Richland. The slide has moved to the extent that it is threatening to block Powder River and has terminated all traffic on Highway 86.

The economic impact to Baker County industries and people can only be described as "disastrous" and the situation is getting steadily worse. Also to be taken into consideration is the status of the alternate route, which is known as the Sparta Road. This road was not designed to handle the number of vehicles currently traveling over it. In the last two weeks of use it has become apparent that this road cannot withstand logging traffic, livestock rigs, etc. and if subject to continual use could pose a threat to public safety. An additional concern being the safety of this road after winter sets in, as this area usually has a large snow fall.

Baker County has been working in conjunction with the Oregon State Highway Division to arrive at feasible alternatives to this emergency. However, there are problems that are of grave concern to the Baker County Court. Of the utmost importance is the provision of emergency medical assistance to the citizens of the Panhandle area (Richland & Halfway). We relayed this concern, by phone, to your executive assistant on Tuesday, October 9th. In that conversation we requested that on-scene helicopter service be made available by the Oregon National Guard from mid-November until mid-March. We would like to strongly

BAKER COUNTY
BAKER OREGON
COURTHOUSE
BAKER, OREGON
97814

Honorable Victor Atiyeh
Page 2
October 10, 1984

reiterate that request at this time. It is imperative that some provision for emergency medical assistance be made for this affected area.

Any assistance you could offer to Baker County at this critical time would be greatly appreciated.

Sincerely,

Baker County Court

By: Larry L. Smith
Larry L. Smith
Baker County Court

LLS/th

cc;
U.S. Representative Denny Smith
U.S. Senator Mark Hatfield
U.S. Senator Robert Packwood
U.S. Representative Robert Smith
City of Haines
City of Halfway
City of Richland
City of Baker
Blue Mountain Intergovernmental Council

442

NA 6.1

DATE: November 1, 1984 PRO

TO: Oregon Transportation Commission

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Hole in the Wall Slide
Baker-Copperfield Highway
Baker County

The bid proposals of 22 contractors were opened this date for construction of the detour on the subject project. The attached summary itemizes the bids received and the staff recommendation to award.

Because of the emergency nature of the project, the specifications requiring immediate award, and a completion date for the project in the specifications of December 7, 1984, I have already called Chairman Yturri and received his approval to award.

The attached summary is for your information. Recommendations on the other eight projects bid on this date will follow under separate cover.

Attachment

bcc: Fred Miller
E. S. Hunter
R. N. Bothman
W. E. Schwartz
G. A. Potter
Bob Gormsen
J. H. Versteeg
W. J. Hart
C. O. Fredrickson
Bob Hector
George Bell

GAP:pf

HOLE IN THE WALL SLIDE

1.	Foley Roads, Inc.	Central Point, OR	$186,702.50
2.	Waldo Construction, Inc.	Lewiston, ID	$197,750.00
3.	Howard L. Logsdon	Baker, OR	$198,850.00
4.	JAL Construction	Bend, OR	$201,383.30
5.	Wisner Construction, Inc.	Prineville, OR	$203,400.00
6.	Rod Britt Construction & Sunshine Construction, J.V.	Pilot Rock, OR	$208,550.00
7.	Roy E. Ladd	Redding, CA	$220,450.00
8.	DMcD Corp.	LaGrande, OR	$223,466.00
9.	A-J Corp.	Lewiston, ID	$223,700.00
10.	Sierra Equipment Rental	Glenn, CA	$232,110.00
11.	Elte, Inc.	Boring, OR	$233,650.00
12.	MacGregor Trinagle Company	Boise, ID	$233,925.00
13.	Eucon Corp. of Idaho	Clarkston, WA	$234,300.00
14.	Lynde & Sons	Jordan Valley, OR	$235,500.00
15.	R.A. Hatch	Bend, OR	$239,010.00
16.	Baker Redi-Mix, Inc.	Baker, OR	$284,050.00
17.	R.J. Taggart Construction, Inc.	Salem, OR	$291,500.00
18.	Kiewit Pacific Company	Vancouver, WA	$334,400.00
19.	D.G. Quinton Company, Inc.	Spokane, WA	$341,025.00
20.	M.A. Segale, Inc.	Tukwita, WA	$347,500.00
21.	Don D. Allsup Constr., Inc.	Eugene, OR	$351,772.00
22.	Dirt & Aggregate Intchge., Inc.	Troutdale, OR	$394,290.00

Bids have been verified

9925 12W

ROAD DESIGN-HIGHWAY DES 16

R. D. Hector
Region 5 Engineer

October 30, 1984

Donald R. Adams, PE
Final Design Engineer

Hole In The Wall Slide
Baker-Copperfield (#12)
Baker County

Two copies of the proposed traffic control plan for the subject project detour are attached for your consideration. This plan shows our best estimate of Temporary Traffic Control devices necessary to adequately handle any contingency encountered when the detour is implemented.

Since this detour is significantly different than a standard detour, due to the sharp curvature of alignment, unpaved surface and narrow bridges, the treatment should be increased, if necessary, in the field to effectively warn and slow traffic.

Please review this plan and implement to adequately warn and control traffic on this detour.

Enc.

cc: J. H. Versteeg
F. E. Terpin mb
S. H. Macnab

DRA:KJD:mg

bc: Kerry Dayton
mb

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
OCT 30 1984
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up ____/____/____
Action

SUMM. Y--BID SCHEDULE--COST TIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Hole-in-the-Wall Slide		COUNTY Baker		SHEET 1 OF 1
KIND OF WORK Detour Cost	KEY NUMBER	LENGTH 3000'±	DATE 10/22/84	NAME Andy

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Temp Prot. & Dir Traffic		Lump Sum	All		10,100^{00}
	Temporary Signs	[illegible] Object Markers	Sq. Ft.	380 ~~356~~	6^{00}	2280 ~~2136^{00}~~
	Temporary Barricades		Each	8	70^{00}	560^{00}
	Temporary Guardrail, Type 2A (Refl)		Lin. Ft.	2587^{5}	7^{00}	18,112^{50}
	Temporary Guardrail, Type 3 (Refl.)		Lin. Ft.	200^{0}	10^{00}	2000^{00}
	Temporary Plastic Safety Markers		Each	8	50^{00}	400^{00}
	Temporary Delineators		Lump Sum	All		5500^{00}
				Sub	Total	38,[illegible]^{50} 38,808^{50}
	Type 1 G.R Anchors		Each	8	350^{00}	2800^{00}
	Type "C" Rail End Piece		Each	8	100^{00}	800^{00}
	Bridge Conn		Each	8	200^{00}	1600^{00}
	TP&DT Item Above includes:				Total	44,[illegible]^{50} 44,008^{50}
	Cones 8 @ 4^{50} 34	34.00				
	Amber Flashers 4 @ 350^{00} = 1400	1400.00				
	Remove Temp GR = 18[illegible]^{5} @ 3^{00} =	8362.50				
	Remove Temp. Signs 19 @ 15^{00} =	285.00				
		10,081.50				

9925 12

STATE OF OREGON

INTEROFFICE MEMO

TO: ALL EMPLOYES

FROM. BARRY NORRIS

SUBJECT: BAKER COUNTY SLIDE

DATE: OCTOBER 29, 1984

✓ Versteeg ✓
Anderson
Adams
Macnab
Edwards
✓ Turpin ✓
Trost
[illegible]

RECEIVED
NOV 1 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To NOTED
Bring Up E. S. HUNTER
Action

A meeting was held in Baker on October 18 with the Lower Powder River Irrigation District (LPRID). Those in attendance were Ford Dolby, LPRID; Bob Stewart, LPRID; Barry Norris, WRD; and Kelly Rise, WRD Deputy Watermaster. The purpose of the meeting was to discuss what this department considered as alternatives for reducing the downstream hazard from the debris dam. The information contained in the interoffice memo prepared by Lyn Hardy dated October 15 was discussed. Two possibilities for direct assistance from the operators of Thief Valley Reservoir were also discussed:

(1) Reduce reservoir level thereby providing available storage for reducing flow in the river.

(2) Provide the means to flush the debris dam with intermittent high flows.

The second course of action will probably be the most beneficial. The board members expressed willingness to cooperate as long as the effort is well coordinated and well planned. I assured them that should the state request the flushing action USBR would be consulted concerning operation of the outlet works and NOAA would be consulted concerning flood potential from the release.

5192C

CC Versteeg
Hector

RECEIVED
STATE HWY ENGR
OCT 30 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

17

GENERAL FILES

STATUS REPORT

HOLE IN THE WALL SLIDE
Baker-Copperfield Highway
Baker County

On September 19, 1984, the Baker-Copperfield Highway was closed to traffic because large rocks were falling onto the roadway. The rocks were falling onto the roadway because a large slide had started, probably as a result of seismic activities which occurred on the 18th and 19th of September.

The slide is on the north side of the highway and is estimated to involve 7 to 8 million cubic yards of material.

Over the next two weeks, the slide continued to move downhill, eventually covering the highway and blocking the Powder River on about October 10, 1984.

The slide is continuing to move, at a very slow rate, and the Highway Division's Geologists and Geotechnical Staff are unable at this time to predict how much material may be deposited in the river.

Traffic, since September 19, 1984, has been detoured over a Baker County road known locally as the Sparta Road. This detour is about 17-1/2 miles long and is a gravel road, varying in width between 20 and 24 feet. At the west end of the detour there are two to three miles of 10 to 12% grade and at the east end there are approximately two miles of 8 to 10% grade. At the ends of the county road there are several switchbacks which are difficult for trucks to negotiate. Although the Average Daily Traffic is about 500 vehicles per day, there are a significant number of trucks utilizing the detour. The largest trucks involve logging trucks associated with some five timber sales and large cattle trucks hauling to market. In addition, there are all of the usual service vehicles required to service small communities, such as Richland and Halfway.

Last Wednesday, October 17, Commission Chairman Tony Yturri, State Highway Engineer Scott Coulter, Assistant State Highway Engineer Ed Hunter, and Region Engineer Bob Hector met with local officials in the Baker Chamber of Commerce offices during the morning. In the afternoon, they met with a large group (200 to 250 people) in the Richland High School gymnasium. The message received at both of these meetings was that the Sparta Road would not be satisfactory for use as a detour during the winter months. The closed water-level route in the Powder River canyon is about elevation 2,500 feet, whereas the high point on the Sparta Road detour is about 4,300 feet in elevation. This, together with the steep grades and sharp curvature on each end of the detour, make it an undesirable alternative for winter travel. The people in attendance at the meetings requested that we put in a temporary detour as rapidly as possible which would be short in length and usable during the period that will be required to find a permanent solution to the slide problem.

As a result, contract plans were prepared over last weekend and a project for a temporary detour has been advertised in the Daily Journal of Commerce. Bids will be received Thursday, November 1 and the project specifications will require the contractor to begin work on the detour on or before November 8. The project specifications also require that the detour be completed by December 7, 1984.

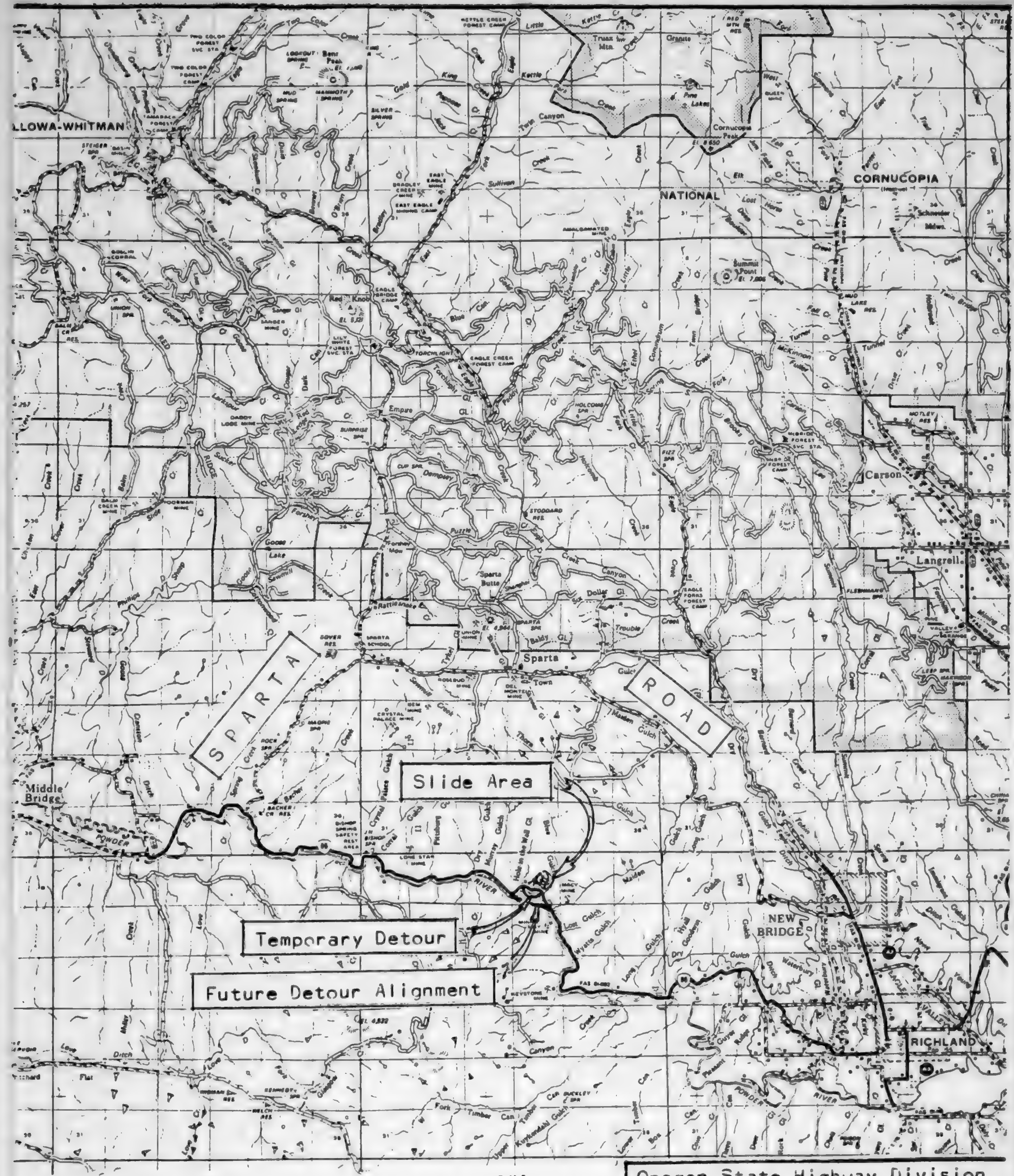
The detour will be a narrow, gravel road on the south or opposite side of the river from the slide. The detour will require two river crossings, which will be temporary bridges 16 feet in width. The detour, at its location opposite the slide, will be about 70 feet above the Powder River and will require 700 feet of 10% grade on one end to obtain that elevation and on the other end, about 700 feet of 8% to once again get down and rejoin with the existing highway. This detour will provide adequate service throughout the winter while a permanent solution is being developed.

Because of the possibility that the Sparta Road will be needed as a detour while a permanent solution is being developed, the Highway Division is widening the hairpin curves at each end to provide adequate width so large trucks will be able to negotiate the curves and stay on their own side of the road. In addition, sight posts and proper signing are being installed along with guardrail at the most dangerous locations.

Attachment

ESH:ja

10/22/84


LLOWA-WHITMAN
NATIONAL
CORNUCOPIA
Cornucopia Peak
Red Knob
Empire
Carson
Langrell
Sparta Butte
Sparta
Town
SPARTA
ROAD
Slide Area
Middle Bridge
POWDER
RIVER
Temporary Detour
Future Detour Alignment
NEW BRIDGE
RICHLAND
R 43 E
R 44 E

Oregon State Highway Division
Sketch Map
HOLE IN THE WALL SLIDE SECTION
Baker - Copperfield Highway
Baker County
October '84

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO
LOC 16
DES 16

TO: MEMO TO THE FILE

DATE: October 19, 1984

Ed

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Hole in the Wall Slide
Baker-Copperfield Highway
Baker County

The following seems apparent to me:

1. Using Sparta Road as a detour all winter is undesirable and hazardous.

2. A short, temporary detour south of the river, even at 10%+ grades, should be built immediately.

3. Any temporary detour should be away from the slide to avoid the possibility of burying traffic under the slide if it should suddenly move.

4. A permanent solution will probably not be ready for contract earlier than January or February 1985 and maybe not by then.

Therefore, we should proceed as follows:

1. Region should immediately widen the curves at each end of the Sparta Road detour enough to allow trucks to stay on their own side of the road.

2. Region should immediately install guardrail at the most hazardous locations.

3. Geophysical crews should continue obtaining soils information on the route of a temporary detour.

4. Location and Final Design will develop plans and specs for a temporary detour contract on the following schedule:

   A. Advertise Thursday, October 25.

   B. Receive bids Thursday, November ~~8.~~ 1st

   C. Specs to require the start of work within one week following bid opening and the earliest completion date possible.

Contact M. [illegible]

25-1387

5. The detour should be 18 to 20 feet wide and variable as terrain permits to allow better passing opportunities. Grades can be 10% (if short in length) to reduce excavation.

Any persons required to work on any of the above five items shall consider the completion of those items an emergency and work overtime as necessary.

ESH:ja

cc H. S. Coulter
W. E. Schwartz
R. N. Bothman
Gary Potter
J. H. Versteeg
Frank Terpin
Ed Johnsen
Steve Macnab
R. D. Hector
Walt Hart
Don Adams

Plans & Specs

RECEIVED
STATE HWY ENGR
OCT 16 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON **INTEROFFICE MEMO**

TO: Distribution

DATE: October 15, 1984

FROM: Lyn Hardy, Administrator
Emergency Management Division

SUBJECT: Update on Baker County Slide

Last Tuesday, representatives of several local, state and federal agencies visited the slide into the North Powder River in Baker County. Written reports are being prepared and will be forwarded to this agency. We will keep all of you informed as information is accumulated. We will call another meeting if that becomes necessary.

This memo is to bring you up-to-date based on the verbal communications we have had with all agencies. There is mounting pressure to "do something" about the slide, so hopefully this memo can assist us in giving out uniform information as to what is being done.

Everyone seems to agree that there is no advanced measure that can be taken to mitigate the effects of the slide. Several ideas have been discussed including installing culverts, dozing the channel, installing pumps, installing Bailey Bridges, etc. All solutions have been rejected as being too dangerous, too expensive, not effective or a combination thereof. It appears that we are just going to have to wait and see how and when the slide will stabalize.

In the meantime, the following work is being done:

Oregon Department of Transportation

Working on the 20 mile detour
- hauling gravel
- some grading
- installing snow poles
- installing signs
- possibly installing some guard rail
- preparing for winter snow removal
- etc.

Highway realignment studies
- core drills on south side of river
- route studies
- costs
- aerial photography
- etc.

The Department of Transportation is doing everything possible at this time.

Army Corps of Engineers

Potential damage assessment

- developing worst case scenario on size of blockage and rate of erosion
- potential damage up and downstream
- cost/benefit ratio of any possible advanced measure project

County Government

The County is developing their assessment of the situation in terms of impact and possible solutions.

Complete reports will be done in a few days. Initial conclusions appear to be that the worst case scenario would not create catastrophic flooding up or downstream and that the benefit is not there for any advanced measures project.

In summary, a decision has been made to take no action at the slide site itself. This is due to the unsafe conditions in the area, while trying to develop a positive cost/benefit ratio on any proposed project. In the meantime, agencies are monitoring the situation and developing alternate plans as quickly as possible.

LH:ak

Distribution: Robert Hector
Regional Highway Engineer

E.S. Hunter ✓
Assistant State Highway Engineer

Larry Smith
Baker County Judge

Barry Norris
Oregon Water Resources

Carl Cook
Land Conservation and Development Commission

Donna Street
Walla Walla Corps of Engineers

cc: Pat Amedeo
Bob Oliver
Bill Young

9725 N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Hole in the Wall Gulch Slide Baker Co.

REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO. 2	PREFIX 1-1489	DATE 10/19/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 60,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		15,000	934 GEOLOGY		10,000
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		5,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		2,000
905 FINAL DESIGN		15,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		2,000
906 BRIDGE DESIGN		15,000	921 SPECIFICA-TIONS		4,000	938 REGION ENVIRONMENT		1,500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		3,500	923 ENVIRONMENTAL SECTION		3,000	950 TRAINING		1,200
910 REGION GEOLOGIST		6,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		5,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		15,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,000	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$166,400
PREVIOUS AUTHORIZATION		$121,400
ADD. AUTH. REQUIRED		$ 45,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Survey directives have included setting out aerial control premarks over 50+ miles, traversing this net work and establishing elevation control. Anticipate running "P" line on selected alternate route. Crew has been instructed to work weekends as required to get the work completed.

1 ✓
4
4
2 E
3
Wakerlig

RECEIVED
ROAD DESIGN SECTION

PREPARED BY Joseph A.	DATE 10/19/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/7/84
RECOMMENDED, REGION ENGINEER X	DATE 10/19/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 11/6/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

912.5

DATE: October 19, 1984 PRO

Copy
MAI 6-1

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Emergency Relief Fund Application
Hole in the Wall Slide
Baker-Copperfield Highway
Baker County

In August 1984 several episodes of seismic activity occurred in the vicinity of the Baker-Copperfield Highway, Baker County, Oregon. This seismic activity triggered a sudden and massive landslide, consisting of a estimated 8 million yards of material, which covered and closed the Baker-Copperfield Highway on September 19th and is damming the natural flow of the Powder River.

State and County officials have provided a 21 mile detour route, commonly called the Sparta road, which is a narrow, gravel road serving a rural area of Baker County.

The area in the vicinity of the road closure and the massive slide has had no history of landslide activity. In fact, there has not been a history of any problem on this section of highway such as rockfall, pavement or shoulder maintenance or other indications of landslide activity.

Because of the seismic activity, this slide occurred in a sudden and catastrophic manner, immediately closing the road and blocking the river and is now forming a backwater pool approximately 150 to 200 feet in length.

The seriousness of the highway closure and the inconvenience and hazards of the Sparta detour are significant. The Baker-Copperfield Highway serves a large portion of rural northeastern Oregon and links the communities of Homestead, Copperfield, Cornucopia, Halfway, Baker, New Bridge and a significant number of ranches. The impact of the closure is already being felt in terms of increased time and cost of travel, and increases in prices of goods and commodities. Safety of travel will be seriously impacted further when snow occurs on the steep, graveled detour. The highway closure is an economic hardship widely felt northeastern Oregon.

The Sparta Road Detour is 20.5 miles in length which is approximately 2.5 miles longer than the Baker-Copperfield Road between common points. Three miles of the detour is paved and the remaining 17.5 miles is gravel. Ten to fifteen mph curves are on the east and west ends with hazardous switchbacks common on the easterly portion. Normal ADT on this route is 50 vehicles, while the detour raises the ADT to 500. Grades of 10% occur on the route. Sparta Road reaches an elevation of 4200 feet while 2000 is the maximum elevation on the Highway.

Because of the extreme undesirability of the detour, and the hardships and safety hazards associated with winter time use of the detour, it is imperative that the Oregon Highway Division proceed immediately with emergency repair work for a temporary detour around the slide.

We plan to proceed with this temporary solution by opening bids November 1, 1984. The contractor will be required to start work no later than November 6, 1984.

We are also proceeding to make the Sparta Road detour route more safe by widening selected curves to allow trucks adequate room, and installing guardrail in critical hazard locations. The reason for the improvements on the Sparta Road is that this will be the detour now until the temporary detour is constructed, and because it will serve as the detour should the new detour fail because of additional slides, washouts, flooding from the backwater, or other occurrences.

With the temporary detour and the spot safety improvements to the existing Sparta Route detour in place, it is then proposed to develop a more long-term solution to the problem. It is anticipated that the permanent solution to the highway closure will be developed and contracted in early 1985.

The current estimate for the temporary detour work on the Baker-Copperfield Highway around the slide is $1 million. No estimates have been developed for the permanent solution.

We have expended funds for temporary emergency repairs to date, and will be requiring preliminary engineering, right of way, and construction costs for (1) safety work on the Sparta Road, (2) construction of the temporary detour, and (3) eventually a long-term satisfactory solution to the highway closure.

The Oregon Highway Division has apportionments of regular federal aid funds, however, the Six Year Highway Improvement Program commits all of these funds for projects around the State for 5 years in the future.

Your personnel have inspected the disaster and will be provided additional information as we develop the engineering information to solutions discussed in this letter.

bcc: Fred D. Miller
R. N. Bothman
E. S. Hunter
W. E. Schwartz
C. O. Fredrickson
G. A. Potter
J. H. Versteeg
F. E. Terpin
Bob Hector, Region 5

GAP:pf

997 10-18-84 [illegible] 6-1

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the item listed below and report this action for your official records:

> On October 5, 1984, approved a cooperative agreement with Baker County covering surface maintenance for County Roads 852 and 1140 which will be used as a temporary detour for the Baker-Copperfield Highway and will remain in effect until traffic is re-established on that highway.

MISC. CONTRACTS and
AGREEMENTS No. 8[illegible]2

Dated this 18 day of October, 1984

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date 10/12/84

99.25

OREGON HOUSE OF REPRESENTATIVES
STATE CAPITOL
SALEM, OREGON 97310
503/378-8977

GRATTAN KERANS
SPEAKER

October 17, 1984

Copy
MA 6-1

The Honorable Victor Atiyeh
Office of the Governor
State Capitol
Salem, OR 97310

Dear Governor Atiyeh:

The massive landslide across a portion of Highway 86 in Baker County has the potential of causing great economic hardship on businesses operating in the area. As Speaker of the House, I urge a tempory measure be taken to immediately rectify the problem.

With the threat of winter and unfavorable road conditions, the present detour, an already deeply graded mountain climb over 20 miles of gravel, represents a dangerous and unsatifactory solution. Untold economic losses are likely to plague timber and dairy farmers in the area, unless an alternative plan is developed.

A tempory bridge spanning across the slide and Powder River as an alternative detour would eliminate travel delays and the likelihood of serious accidents during snow and ice conditions. Therefore, I ask that you direct the Department of Transportation to declare this a crisis situation and to erect a tempory bridge.

Moving rapidly to improve conditions for our eastern Oregon residents will, in the end, save dollars. I strongly urge immediate action.

Sincerely,

Grattan Kerans

Grattan Kerans
Speaker of the House

cy Versteeg
10-23-84

cc: Fred Miller, Director of Transportation
District Engineers Office
Mr. J. Stanley McKee

cy Pullen
Miller

RECEIVED
DOT DIRECTOR
OCT 17 '84
REFER TO
[illegible] — Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

ELLINGSON
LUMBER CO.

P. O. BOX 866
BAKER, OREGON 97814
PHONE: 523-4404

RECEIVED
STATE HWY ENGR
OCT 16 '84
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

cy Versteeg
10-23-84

October 11, 1984

Mr. Anthony Yturri
Chairman, State of Oregon Transportation Commission
Yturri, Rose, Burnham, Ebert & Bentz
89 S.W. Third Avenue
Ontario, Oregon 97914

Dear Mr. Yturri:

As you are aware, State Highway 86 between Baker and the Richland/Halfway area has been closed by a rock and dirt slide. It is obvious that the route is permanently closed and an alternate will have to be constructed.

Traffic is still flowing, but over a temporary alternate route through Sparta and New Bridge. I say temporary because the road is not of a construction standard that will stand up to the log trucks and other daily traffic necessary to the economic livelihood of the Pine/Eagle Valleys and the Snake River area. The road is narrow with numerous switchbacks and sharp corners. There have already been a number of accidents since they have commenced using the route just over two weeks ago and the weather conditions have not been a factor yet.

The point that I wish to make is that we need a permanent alternate route other than what we are using now and we need it as soon as possible. The State Highway engineers are aware of the problem and they are working on a solution now. I am confident that they can arrive at a decision as to an acceptable alternate. What I am concerned about is how long it will take to do so. Emotions are strong among the people affected by the closure and they are concerned that bureaucratic bungling and red tape are going to prevail and we will be faced with this same problem a year from now.

You and I know this does not have to be the case. I attended a meeting yesterday with Bob Hector of the State Highway Office in La Grande and I have subsequently talked with him on the telephone. Two alternate routes have been explored by Mr. Wayne Phillips of Phillips Angus Ranch in Keating and Mr. Robert Young, who lives just east of the slide area on the highway. They both have merit and are relatively simple. I think it would behoove the engineers to at least consult with them in their planning process as they both are very familiar with the topography of the area.

We are treating this as an emergency situation both in respect to the alternate route and also the possibility of flooding if the river is blocked. I feel that any expediencies should be utilized to effect a solution. We have some heavy equipment available as do other businesses in the county. I would hope that you would also consider this an emergency and direct whoever is responsible to proceed with haste and hopefully not have to go through a lengthy bidding process. The route could be pioneered and semifinished now and finished through the bidding process at a later date.

I could go into a lengthy discussion of the economics of the loss of timber revenues to the county, etc., but that wastes your time and mine also. The point is we need a temporary solution other than the present alternate route.

Please call or write if you need any assistance or feel there is anything the Ellingson Companies can do to effect a rapid solution

Yours very truly,

ELLINGSON LUMBER CO.

Robert P. Ellingson, III
Vice President & General Manager

RPE/ln
cc: Governor Victor G. Atiyeh
Mr. Robert Hector, State Highway Dept.
Mr. Fred D. Miller, Dept. of Transportation

RECEIVED
DOT DIRECTOR
OCT 15 '84
REFER TO
Coulter
FOR
Info Inves R/D D/R Sign Act File

9-125

NR 6-1

[illegible]

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. K. Ansell
District Maintenance Supervisor

DATE: October 17, 1984

SUBJECT: Changed Section Boundaries

The additional detour mileage we now have in the Richland section has made us decide on a temporary change in section boundaries.

Until our slide problem is resolved, please have the Baker section maintain a turn-around at the quarry near M.P. 22 on the Baker-Copperfield Highway.

If you see any serious problem with this, please let me know.

J. X. Wilson
J. X. Wilson
Region Maintenance Engineer

JXW/lm

cc; W. E. Schwartz ✓
R. L. Schroeder

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

99

Mai 6-1

CITY OF HALFWAY
Post Office Box 738
HALFWAY, OREGON 97834

October 15, 1984

Honorable Victor G. Atiyeh
254 State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

As Mayor of the City of Halfway, representing the City Council and citizens of this area, I am writing to you to express the opinion held here that it is impossible to make the Sparta detour an acceptable alternate route for this winter.

The drivers of the cattle trucks are refusing to come in here after one trip, and this is before bad weather. The dairymen re-negotiate thier hauling fees in November and have been promised an increase in these rates because of the difficulty of the Sparta Route. The grocers are having problems with the deliveries of pop, beer and milk. One grocery store is now running a Bronco for pick-ups between service calls. Pop companies have slowed delivery to every two weeks earlier than usual and all products arrive dirty from road dust. The bars report that beer delivery to them is now being made by a pick-up rather than a full sized truck and that delivery is less frequent. They are losing tourist trade. Some loggers have pulled out early.

Aside from the economic hardships the enclosed directive from the Superintendent of Schools is a wise and necessary step, but this is a small town where there are no outside activites, not even a movie theater, for school age children. Therefore school programs, sports, band, speech and debate are very important to the children and to the entire community. Certainly this is a real blow.

We are asking you to please take steps to insure an immediate solution to the slide by-pass on State Highway 86 and not force this area to be dependent on a dangerous and unsatisfactory detour for travel this winter.

Respectfully,

Edwardine Oliver

Edwardine Oliver, Mayor

cc: Scot Coulter
Bob Hector
Tony Yturri

cy Versteeg
10-23-84

RECEIVED
STATE HWY ENGR
OCT 17 '84
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PINE-EAGLE SCHOOL DISTRICT NO. 61

P.O. BOX 677 • HALFWAY, OREGON • 97834 • 503-742-2811

October 12, 1984

MEMO TO: Building Principals
RE: Transporting Students Over The Sparta Cut-Off

I have serious reservations about transporting students over the Sparta detour, especially during the winter months. The road crews will, I am sure do everything within their means to make road conditions as favorable as they can however, it will be necessary for us to move with caution and extreme care.

We already have some commitments which we may have to curtail, dependent upon road and weather conditions. In any event I think it unwise for you to schedule further activities or events which place our youngsters or employes in a position to travel over Sparta.

Mr. Bates has been directed to contact league schools, inform them of our situation and to negotiate a change in the time activities are scheduled. If we travel at all I prefer we arrange travel over Sparta during daylight hours as much as possible and avoid the late hours of darkness. I suggest to you, league schools would also find this preferable if indeed they come at all. I cannot stress to highly the importance of checking travel conditions just prior to each trip.

I want to point out a statement in district policy #915 related to student activity-transportation, "all matters related to the operations of the bus are the responsibility of the bus driver. The bus driver may over-rule a teacher, coach or supervisor's request if in his judgement the safety of the passengers will be affected."

In the final analysis the driver will determine whether or not it is safe to proceed on a trip or return his passengers. No amount of urging on the part of anyone is to supplant the driver's judgement and this administration will support completely the driver's decision.

I fully appreciate the disappointment some may experience as a result of this directive however, the safety and well-being of all involved must receive highest priority.

It is my sincere hope a more appropriate, acceptable alternative detour will be found in the immediate future which will permit us to carry on with our programs.

Respectfully,
Kenneth L. Johnson, Supt.

Cy Versteeg
10-23-84

CC: Board Members ✓
Activity Drivers

MA 6-1

Have in the mill

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7

TO: H. S. Coulter
State Highway Engineer

DATE: September 26, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: **Exception To Through Stop Highway Resolution**
Baker-Copperfield Highway
Baker County

On September 19, 1984, the Baker-Copperfield Highway (No. 12) was closed by a slide at milepost 30.5. Traffic is detoured over county roads around the closure from Highway 12, M.P. 23.17 (Sparta Road) to M.P. 41.23 (New Bridge Road) in Richland, until repairs are made.

We recommend the following temporary exceptions to the through stop highway resolution be made under delegated authority:

The Intersection of Highway No. 12 and Sparta Road:

All traffic entering the intersection from the east shall stop. All traffic entering from the north shall stop except for the right turn to the west which shall be permitted to proceed without stopping. All traffic entering from the west shall be permitted to proceed without stopping.

The Intersection of Highway No. 12 and New Bridge Road:

All traffic entering the intersection from the south shall stop. All traffic entering from the east shall stop except for the right turn to the north which shall be permitted to proceed without stopping. All traffic entering from the north shall be permitted to proceed without stopping.

These exceptions shall remain in effect until Highway No. 12 is reopened and the detour is no longer in use.

If you concur with the recommended exceptions, please approve and forward one copy of this letter to R. W. Gormsen for his records and one copy to this office.

L E George

L. E. George
Traffic Engineer

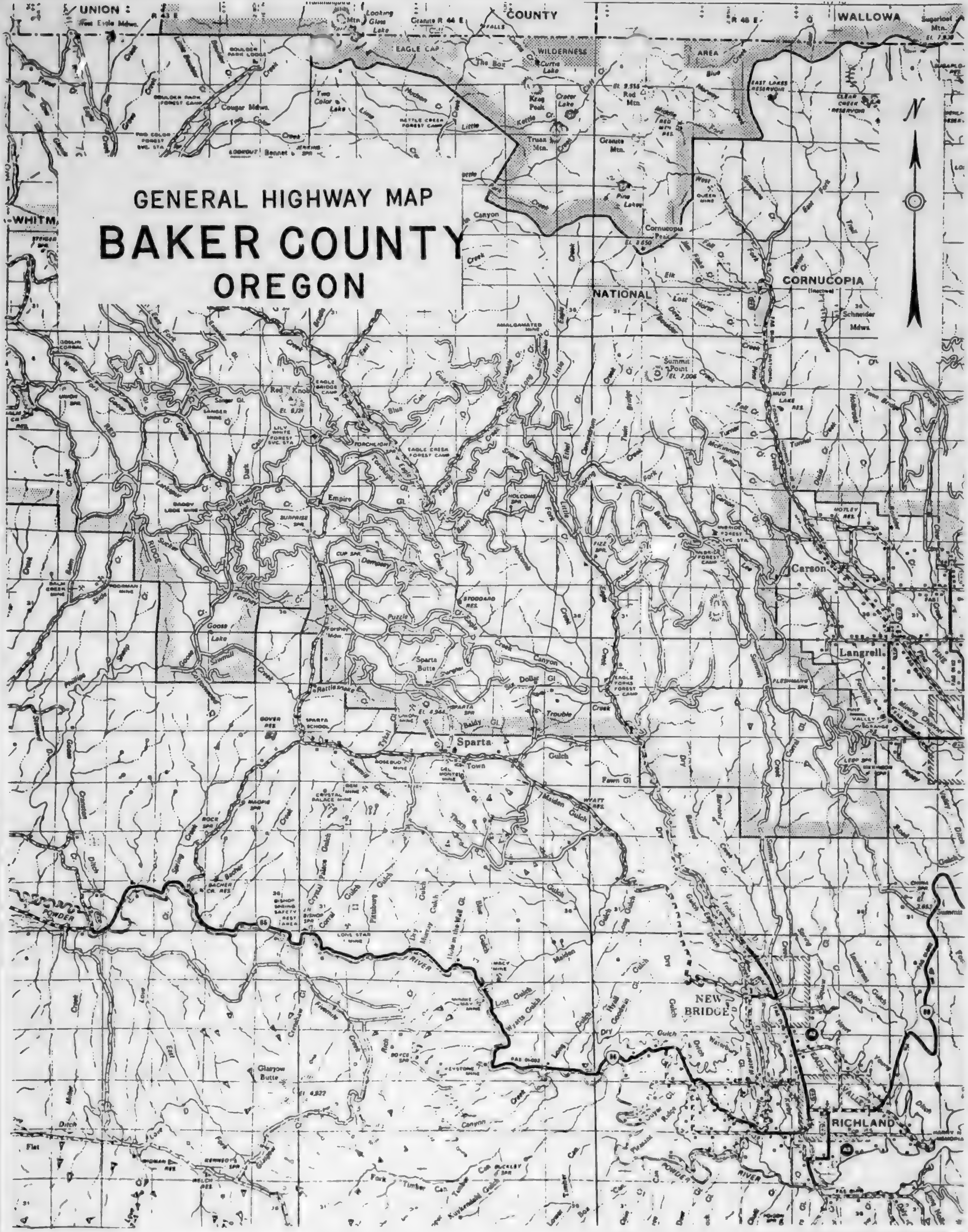
GPM:dc

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE 10/4/84

RECEIVED
STATE HWY ENGR
OCT 3 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

10-8
orig
Gormsen
cy.
George
File

81-125-1387



GENERAL HIGHWAY MAP

BAKER COUNTY

OREGON

UNION
COUNTY
WALLOWA
WHITMAN
N
EAGLE CAP
WILDERNESS
AREA
NATIONAL
CORNUCOPIA
Carson
Langrell
Sparta
Empire
Sparta Butte
Goose Lake
Red Knob
Summit Point
Pine Lakes
Cornucopia Peak
Granite Mtn.
Krag Peak
Red Mtn.
Crater Lake
Two Color Lake
Cougar Mdws.
Schneider Mdws.
Glasgow Butte
NEW BRIDGE
RICHLAND
POWDER
RIVER
Eagle Creek
Canyon
Trouble
Dolly Gl.
Fawn Gl.
Maiden Gulch
Baldy Gl.
Rattlesnake Cr.

9925

12 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

BAKER Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION Hole in the Wall Gulch Slide

REGION 5

Hwy #12

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	1-1489	9/21/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 15,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY		15,000	934 GEOLOGY		10,000
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		5,000
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		2,000
905 FINAL DESIGN		15,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		2,000
906 BRIDGE DESIGN		15,000	921 SPECIFICATIONS		4,000	938 REGION ENVIRONMENT		1,500
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		3,500	923 ENVIRONMENTAL SECTION		3,000	950 TRAINING		1,200
910 REGION GEOLOGIST		6,000.	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		5,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		15,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,000	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 121,400
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

✓ Versteeg 1
Anderson
Adams cy
Macnab cy
Edwards 2
Turpin
Trout 3 ✓
Wakerlig

RECEIVED
OCT 16 1984
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 9/27/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Hole in the Wall Gulch Slide			KEY ID # REGION 5
STATE HIGHWAY # 12	HIGHWAY NAME Baker-Copperfield	MILE POST FROM 30.2 TO 31.0	LENGTH 0.8 mi.
☐ URBAN ☐ RURAL	CITY	COUNTY Baker	ROAD/STREET NAME
ROUTE # SR86	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	
ROADWAY	$		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$ 350		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)		RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$		DESIGN CATEGORY (1-7)		CONSTRUCTION BY	
TOTAL CONSTRUCTION		$	WORK TYPE (1-12)		☐ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$				

FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE State	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	610	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

EMERGENCY CONDITION

Slide of monumental proportions developed with little warning. Route has been closed to through traffic at MP 27.13 and MP 41.36. Traffic temporarily routed over County roads 852 and 1140 until problem is solved.

PROPOSED SOLUTION

Permanent solution unknown at this time. Propose reconnaissance Survey to determine scope of problem and identify possible alternatives available.

PROGRAM SECTIC
MANAGER ------ RESOURCE UNIT .
FA UNIT ------ PROGRAM UNIT .
SEP 24 1984

REQUESTED, REGION ENGINEER X	DATE 9/21/84				
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE				
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING	

REFER TO ------
R/D ------ ACT ------ REPLY ---
FILE ---

734-1911 (1-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

	KEY ID #
SECTION Hole in the Wall Gulch Slide	REGION 5

PROJECT JUSTIFICATION

This slide occurred with little warning. What appeared to be a minor movement developed very rapidly into a major slide of monumental proportions. The slide is quite active and spectacular. Large rocks are coming down onto the highway and it has been necessary to close the road. As of this date, the "scarf" line northerly of the highway (500 feet ±) is about 70 feet in height.

Traffic has been temporarily routed over County roads 852 and 1140 until problem is solved. If the movement does not subside soon it may be necessary to enter into some sort of a maintenance agreement with Baker County to offset the cost of increased maintenance of these roads.

The purpose of this Prospectus is to provide for a Reconnaissance Survey to determine the scope of the problem and identify the possible alternatives available to correct the problem. Detailed parts 2, 3, and 4 will be prepared when scope of work is known.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Hole in the Wall Gulch Slide

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95		SIGNS (PERMANENT)		STORM SEWER		AIRPORT CLEARANCE		WETLANDS	
CITIZEN'S ADVISORY COMM.		STRIPING (PERMANENT)		LANDSCAPING		CONDITIONAL USE		SENSITIVE LAND	
PHOTOGRAMMETRY		PROJECT SIGNING		IRRIGATION		FLOOD PLAIN		CULTURAL RESOURCE	
RECONNAISSANCE SURVEY		DETOUR		BORROW SOURCE		CORPS OF ENGINEERS		DEQ INDIRECT SOURCE	
PUBLIC HEARING		ILLUMINATION		MATERIAL SOURCE		COAST GUARD		DEQ NON-POINT SOURCE WATER	
FIELD SURVEY		RR CROSSING		DISPOSAL SITE		STATE LANDS		SECTION 106	
VICINITY MAP		RR PROTECTION		LOCAL AGREEMENT		GEOLOGY AND MINERALS		NOISE STUDY	
SOILS INVESTIGATION		RR SEPARATION		NAVIGABLE STREAM		BUILDING		SECTION 4(F)	
HYDRAULIC STUDY		RR ENCROACHMENT		▨	▨	SIGNALS		OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1-3			11		11			1-3				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
			NOTE: SCOPE OF WORK UNKNOWN UNTIL RECONNAISSANCE SURVEY IS COMPLETE.		

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Hole in the Wall Gulch Slide

REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

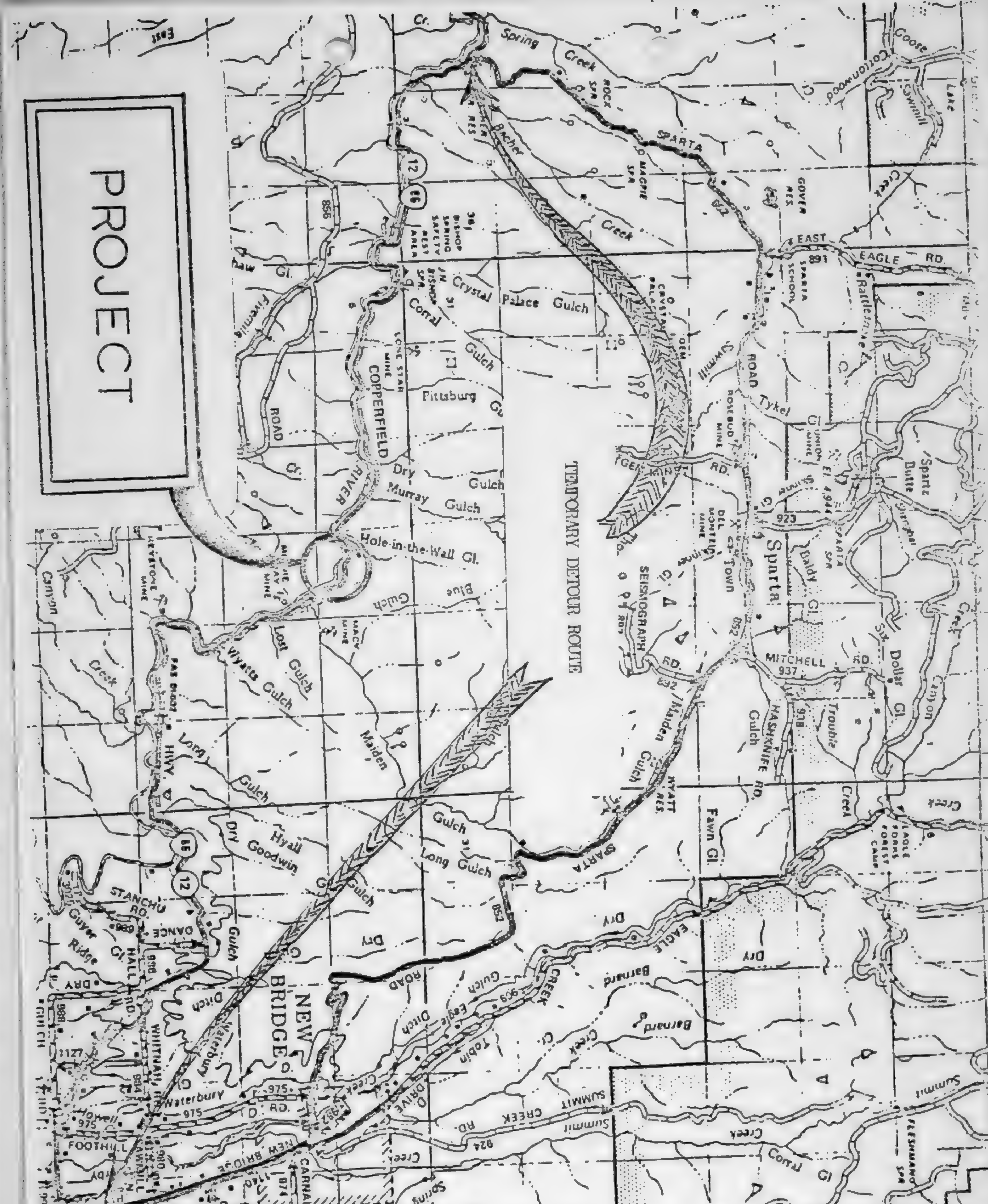
☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

NOTE; THIS IS NOT APPLICABLE AT THIS TIME. SCOPE OF WORK UNKNOWN. RECONNAISSANCE SURVEY ONLY.

PREPARED BY X John Preston	TELEPHONE NUMBER 963-3177	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


PROJECT
TEMPORARY DETOUR ROUTE
Sparta
NEW BRIDGE
COPPERFIELD
SPARTA
EAST EAGLE RD.
MITCHELL RD.
GEM KING RD.
HASHKNIFE RD.
STANCHU RD.
DANCE HALL RD.
FOOTHILL
NEW BRIDGE
SUMMIT CREEK RD.
EAGLE CREEK
Spring Creek
Crystal Palace Gulch
Corral Gulch
Pittsburg Gulch
Dry Gulch
Murray Gulch
Hole-in-the-Wall Gl.
Blue Gulch
Lost Gulch
Wyatts Gulch
Long Gulch
Maiden Gulch
Hyall Gulch
Goodwin Gulch
Long Gulch
Waterbury
Tobin
Barnard
Summit
Corral Gl.
Canyon
Dollar Gl.
Sparta Butte
Baldy Gl.
Tykel Gl.
Goose
Cottonwood
Sawmill
Rattlesnake
Fawn Gl.
Trouble
Guyer Ridge
Howell
Carnahan
Squaw Gl.
852
856
891
923
937
938
975
989
998
1127
86
12
SEISMOGRAPH
ROSEBUD MINE
UNION MINE
LONE STAR MINE
MACY MINE
BISHOP SPRING SAFETY REST AREA
EAGLE FORKS FOREST CAMP

1985 Park Place-Clack. Comm. Col. 9928
Sec. Cascade Hwy. SE Oregon City. (Gr,
pv, sign, ill, sig.& sanitary sewer)#2

#9,928

J

May 15, 1990

Letter to June Johnson, Oregon City, OR regarding structural cracking that she alleged was result of constructing the Oregon City Bypass.

See: ENV 7

jc

9 1 5 ?

m

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-78(8)

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
71112

2A. COUNTY NAME
Clackamas

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon   97310

7. DATE AUTHORIZATION EFFECTIVE
August 29, 1989

8. FEDERAL ROUTE NUMBER
FAP 78

9. STATE ROUTE NUMBER
160

10. GENERAL LOCATION:
Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK
Corrective work on the traffic sign and related facilities

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 8/29/89 as requested in Mr. Husby's letter of 10/17/89 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 21 is approved for a TEC of $400 - Federal Funds $340.

RECEIVED
STATE HWY ENGR
NOV 2'89
ASSIGNED TO
Cam Gilmour
FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE
					X	

14. DATE
11/1/89

15. SIGNATURE OF APPROVING OFFICIAL
John T. Price

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

5

July 12, 1989

CON 5 - 9928

Safety Signal Systems
7002 - 220th St. S. W.
Mountlake Terrace, WA 98043

Attention: J. E. Murray
Secretary-Treasurer

Thank you for notifying us that your claim against Mid-Continent Industrial Services in the amount of $20,815 has been released.

This claim was in connection with Mocon Corporation on Contract No. 9928 for work on the Park Place-Clackamas Community College Section of the Cascade Highway South in Clackamas County.

The Release of Claim will be noted in our records and we will notify the surety and the contractor.

Fran Neavoll
COMMISSION SERVICES

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Sec. of State: Filed 5/19/86; No. CL 1986-0197

bbc: Steve Littrell

FKN:cv

RELEASE OF CLAIM

THIS IS TO CERTIFY that certain claim for the sum of $20,815.00 dollars and costs and attorney's fees against MCIS - MID CONTENENT INDUSTRIAL SERVICES contractor and ________ surety, on contract for improvement of Sign Route No. _____, Section ________ TRAFFIC SIGNAL INSTALLATION, PARK PLACE, CLACKAMAS COMMUNITY COLLEGE Contract No. 9928 heretofore filed by the undersigned in the office of the STATE OF OREGON, DEPT. OF TRANSPORTATION is fully paid, satisfied and discharged, that any and all persons, including the its officers and agents and the contractor and surety in question, are relieved from all liability for payment of the same; and that the said , its officers and agents are hereby authorized and requested to cancel the said original of such claim as so filed.

Dated JUNE 13, 1989

SAFETY SIGNAL SYSTEMS Claimant.

By J.E. Murray

J.E. MURRAY, SEC-TREAS

Address 7002 220TH ST. S.W.
MOUNTLAKE TERRACE,
WASHINGTON 98043

STATE OF WASHINGTON)
)
)
County of Snohomish)

This is to certify that on this 13th day of JUNE A.D., 1989, before me the undersigned notary public duly commissioned and sworn, personally appeared J.E. MURRAY to me known to be the individual described in and who executed the foregoing instrument, and acknowledged to me that he signed the same as his free and voluntary act and deed, or the free and voluntary act and deed of the firm whom he represents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year in this certificate above written.

Rodney H. Gorman

Notary Public in and for the State of Washington, residing at Mountlake Terrace, WA.

RECEIVED
JUN 19 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DOT FORM 134-036
REVISED 9/77

5691 S.E. Garnetway
Milwaukie, OR 97267
April 20, 1989

Larry Rulien
102 Transportation Bldg.
Salem, Ore. 97310

The main problem I see with the new by pass in Oregon city (213) is the amount of broken down cars that have been trashed. After cars that have broken down or lift for the night have sat there, I see them stripped with broken windows.

One solution to this problem is more lights. At night time the by pass is really dark, and the side where cars sit is unseeable. With lights people could see what was going on and do something about it.

Nicole Weaver

Don Adams:
Please reply direct. Return copy of initial correspondence with copy of your reply to
I Forbes

RECEIVED
STATE HWY ENGR
APR 26 '89
ASSIGNED TO
Don Adams
FOR

INFO	INVES	ROUGH DRAFT	DIRECT REPLY	SIGN	ADV	FILE
			X			

Copies Forbes
Gen Files
Dec B.U.
Sent
4-28-89
Uo.

3

March 9, 1989

AGR

City of Oregon City
City Hall
Oregon City, OR 97045

Attention: Jean Elliott
City Recorder

On December 14, 1987, we mailed you a copy of "Abandonment Resolution No. 625" transferring jurisdiction of the former alignment (Park Place-Clackamas Community College Section) of the Cascade Highway South. It was recently brought to our attention that Exhibit A which was attached to the resolution contained a drafting error. On the original exhibit, Unit B shows a portion of the former alignment of State Highway 160 as following 12th Street, rather than 14th Street, which was the actual route.

We have prepared a new Exhibit A. Please remove the original exhibit and replace it with the attached map.

Please accept our apology for any inconvenience this may cause you.

Fran Neavoll
COMMISSION SERVICES

FKN/rgb

Attachment

cc: Hon. David Spear, Mayor
City of Oregon City
320 Warner Milne Road
Oregon City, OR 97045

Clackamas County Public Works Dept.
902 Abernethy Road
Oregon City, OR 97045

bc: Linda Willnow

GENERAL FILES

agr 3

December 14, 1987

AGR 3

Clackamas County Public Works Dept.
902 Abernethy Road
Oregon City, OR 97045

Attached for your records is a copy of "Abandonment Resolution No. 624," adopted by the Oregon Transportation Commission on November 17, 1987. This resolution transfers all jurisdiction, maintenance and control of one segment of the former alignment (Park Place-Clackamas Community College Section) of Cascade Highway South to Clackamas County.

Fran Neavoll
COMMISSION SERVICES

Attachment
cc: Ed Lindquist, Chairman
Clackamas County Board of
Commissioners
906 Main Street
Oregon City, OR 97045

bc: Linda Willnow

slp

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. LEG

1A-6(a)

DATE: November 5, 1987

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Abandonment Resolution
Park Place-Clackamas Community College
Section (Oregon City Bypass)
Cascade Highway South
Clackamas County

A resolution transferring all maintenance, jurisdiction, and control of one segment of the former alignment of the Cascade Highway South to Clackamas County will be on the consent calendar for your consideration at the November meeting.

The State and County entered into an agreement on March 11, 1982, relating to the transfer of jurisdiction, maintenance, and control of the former alignment of the Cascade Highway South within the County upon completion and opening of the Oregon City Bypass. This resolution transfers those responsibilities to the County.

Your adoption of this resolution is recommended.

bc: Robert N. Bothman
Donald Adams
Pat Schwartz
Jack Sollis
Fran Neavoll (w/resolutions)
Cam Gilmour
Linda Willnow
John Elliott
Andy Booz
Steve Green
Rick Kuehn
Jack Sullivan

LJW:me bk
009

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Larry Rulien
State Highway Engineer

DATE: October 30, 1987

FROM: Cam Gilmour, Manager
Program Section

Cam

SUBJECT: Abandonment Resolution
Park Place-Clackamas Community College Section
(Oregon City Bypass)
Cascade Highway South
Clackamas County

Attached for your consideration are four copies of a resolution removing one segment of former alignment of the Cascade Highway South from the State Highway System.

The State and Clackamas County entered into an agreement on March 11, 1982 relating to the transfer from State to County of all jurisdiction, maintenance and control of the portion of former alignment within the County upon completion and opening of the Oregon City Bypass. This resolution completes States obligations in the agreement.

If satisfactory, please forward for adoption by the Transportation Commission at the November meeting.

Attached is a letter for your use.

LJW:me

D. R. ADAMS

o|R

RECEIVED
STATE HWY ENGR
NOV 3 '87
REFER TO
FOR
Info Inves R/D O/R Sign Act File

81-125-1387

AGR 3

January 20, 1989

AGR 3

Clackamas County Board of Commissioners
Courthouse
Oregon City, OR 97045

Attention: John Kauffman, County Clerk

Attached is a copy of "Abandonment Resolution No. 637", adopted by the Oregon Transportation Commission on January 13, 1989.

This resolution transfers a road connection to Oregon City due to the construction of the Park Place-Clackamas Community College (Oregon City Bypass) Section, Cascade Highway South No. 160, Clackamas County.

This resolution is for your records and is not for recording.

Fran Neavoll
COMMISSION SERVICES

FKN:cv
Attachment

cc: Ed Lindquist, Chair
Clackamas County Board of Commissioners
Courthouse
Oregon City, OR 97045

(Resolution attached)

bc: Linda Willnow (Resolution attached)

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: December 29, 1988

In Reply Refer to
File No..
AGR

TO: Oregon Transportation Commission

FROM: Donald E. Forbes, P.E.
State Highway Engineer

SUBJECT: Abandonment Resolution
Park Place-Clackamas Community College
Section (Oregon City Bypass)
Cascade Highway South, No. 160
Oregon City

A resolution transferring a road connection to the City of Oregon City will be on the consent calendar for your consideration at the January 13 meeting.

The State, Clackamas County and Oregon City entered into Agreement No. 7601 relating to the transfer of certain road and street connections upon completion of the Park Place-Clackamas Community College Section (Oregon City Bypass) project. This resolution transfers all state's right, title and interest in one road connection to Oregon City for public purposes only. If the property is sold or removed from public ownership, Oregon City shall reimburse the State for the value of the transferred property.

Your adoption of this resolution is recommended.

bc Robert N. Bothman
Bill Anhorn
Cindy Carter
John Elliott
Carol Mitchell
Andy Booz
Steve Green
Duane Christensen
Cam Gilmour
Ken Husby
Joe Speight
Doug Luth
Don Adams
Roger Hansen
Wayne Schulte
Fran Neavoll (w/resolutions)

LJW:pk sl

AN EQUAL OPPORTUNITY EMPLOYER

January 19, 1989

CON 5 - 9928

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

A post-final payment for $90,500.00 has been made to Mocon Corporation and Paul R. Meyer on Contract No. 9928 for work on the Park Place-Clackamas Community College Section of Cascade Highway South in Clackamas County.

The total amount paid on this contract is $6,447,721.25 including the post-final payment. Of the total, $118,212.90 is for force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

bc: Kenneth E. Husby
Thomas D. Lulay
Don Adams

9 2 8

jc

5

U. S. DEPARTMENT OF TRANSPOR[illegible]ION
FEDERAL HIGHWAY ADMINIS[illegible]ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(8)

2. STATE PROJECT NO.

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO

1-9-89

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE January 22, 1987

8. FEDERAL ROUTE NUMBER FAP 78

9. STATE ROUTE NUMBER 160

10. GENERAL LOCATION:

Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK

Install signal ahead sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~[illegible]~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/22/87 as requested in Mr. Husby's letter of 12/16/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 12 is approved for a TEC of $3600; Federal Funds $2,975.

RECEIVED
STATE HWY ENGR
JAN 11 '89
ASSIGNED TO
Cam Gilmore
FOR
[illegible] | [illegible] | ROUGH DRAFT | DIRECT REPLY | [illegible] | ACT | FILE

Cy- Pol. & Plan.

14. DATE 1/9/89

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX 78(8)

2. STATE PROJECT NO.

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO

Mr. Donald E. Forbes
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE 9/7/88

8. FEDERAL ROUTE NUMBER FAP78

9. STATE ROUTE NUMBER 160

10. GENERAL LOCATION:

Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK

Construct a fish ladder

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/7/88 as requested in Mr. Husby's letter of 10/19/88 as being cost effective for the use of John Inskeep Environmental Learning Center forces to proceed with the above work. State Force Order No. 20 is approved for a TEC of $10,000 - Federal funds $8,500.

RECEIVED
STATE HWY ENGR
NOV 7 '88
REFER TO
Cone Gilman
FOR

14. DATE 11-1-88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc 9928

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(8)
2. STATE PROJECT NO.
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 71112

6. TO
9-27-88

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 6, 1988
8. FEDERAL ROUTE NUMBER FAP 78
9. STATE ROUTE NUMBER 160

10. GENERAL LOCATION:
Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK
Defencse against litigation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A [illegible] FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/6/88 as requested in Mr. Husby's request of 9/19/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 19 is approved for a TEC of $10,000; Federal Funds $8,500.

RECEIVED
STATE HWY ENGR
SEP 29 '88
REFER TO
CAm Gilmour
FOR
Info Inves R/D B/R Stein Act File

14. DATE 9/27/88
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

September 26, 1988

CON 5 - 9928

United Pacific Insurance Company
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On August 19, 1988, we wrote you concerning the total contract and force account amounts on Contract No. 9928 with Mocon Corporation for work on the Park Place-Clackamas Community College Section of Cascade Highway South in Clackamas County.

Our Accounting Office has advised that the force account amount of $10,000 stated in that letter was incorrect. The force account amount should have been $118,212.90. All the other amounts in the letter remain the same.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

bc: Kenneth Husby
Thomas Lulay
Hwy. Acctg.
Rick Kuehn

9928

J

August 19, 1988

CON 5 - 9928

United Pacific Insurance Company
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

On July 18, 1988, we wrote to you concerning release of final payment on Contract No. 9928 awarded to Mocon Corporation for work on the Park Place-Clackamas Community College Section of Cascade Highway South in Clackamas County.

Final payment on this contract is $36,468.49 and the total contract amount is $6,357,221.25 including $10,000.00 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

slp
cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

bc: Kenneth Husby
Thomas Lulay
Hwy. Accounting
Rick Kuehn

9928

STATE OF OREGON **INTEROFFICE MEMO**

TO: RICK KUEHN
Region Engineer

DATE: August 16, 1988

FROM: TED SPENCE
Plan and Program Manager

SUBJECT:

OREGON CITY BYPASS PROJECT

The Oregon City Bypass project accounting in the Metropolitan Service District's TIP identifies a $624,000 overrun.

There is no regional authority to provide for additional Interstate Transfer Funds to accommodate this overrun.

In some previous discussion, it was my understanding that there were some costs for a drainage district, or something, that were not to be attributable to the project.

Regardless, we need to get a handle on the E-4 funding situation for this project. We are down to the end of the program in the region and it is a case where our Commission is not approving overruns and the region is in the same boat. As might be expected, Winston Kurth would like to have us clean up the Oregon City Bypass project. A similar situation exists with the Banfield project and Bob Sandmann is supposed to be working with the Program Section to get a handle on that overrun.

TS/cp

cc Al Harwood
Gary Zehner
Marion Craft
Bob Sandmann
Wayne Schulte

PROGRAM SECTION
MANAGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
AUG 17 1988
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

9928

Form 734-3049 (Rev. 2-79)
OREGON DEPARTMENT
OF TRANSPORTATION

TABULATION SHEET

SHEET .... OF .... SHEETS

8-16-88
G

OREGON CITY BYPASS
FMB6815 - Billings Thru. 8-10-88

	FEDERAL FUNDS		
	OBLIGATED	SPENT	TIP
PE			
IX-78 (1)	1,155,993.99	Final Voucher ✓ 1,155,993.99	1,111,424
IX-78 (11) Landscape	11,426.31	Final Voucher ✓ 11,426.31	—
TOTALS	1,167,420.30	1,167,420.30	1,111,424
R/W			
IX-78 (3)	5,074,500	final voucher ✓ ~~5,074,425.73~~ 5,071, [illegible].15	5,074,500
CONST			
IX-78(4) REDLAND RD - BEAVER CR. RD. 9506	4,806,750	4,614,266.63	↑
IX-78(5) BEAVER CR. RD. 9547	✓ 971,180.08	Final Voucher 971,180.08	15,980,072
IX-78(6) PARK PL - NEWELL CR. 9717 9592	4,811,723	4,644,600.66	
IX-78(8) PARK PL. - CLACK COM. COLL. 9928	5,759,920	5,637,628.56	
IX-78 (13) E. PORT. FWY - (Landscape) CLACK. COM. COLL. 10490	156,483	133,340.78	↓
TOTALS	16,506,056.08	16,001,016.71	15,980,072
PROJECT TOTALS	22,747,976.38	22,242,862.74	22,165,996

CC: Ted Spence
Wayne Schulte

9928

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9928

TO: Manager
Commission Services

DATE: July 11, 1988

FROM: Donald E. Forbes
State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9928, On Site Work Substantially Completed December 1, 1986

All Work Completed February 18, 1988

Project Park Place-Clackamas Community College

Highway Cascade Highway South

County Clackamas

Type of Work Grade, Pave, Sign, Illum., Signal, Sanitary Sewer

Contractor Mocon Corporation

BMW:hh

cc: Kenneth E. Husby
B. M. Walton

CPC/FM2

SURETY LETTER WRITTEN 7/18/88

RECEIVED
JUL 14 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPO

81-125-1387

jc

5

U. S. DEPARTMENT OF TRANSPORT/ ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-78(8)

2. STATE PROJECT NO.

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
71112

6. TO

Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
5/2/88

8. FEDERAL ROUTE NUMBER
FAP 78

9. STATE ROUTE NUMBER
160

10. GENERAL LOCATION:

Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK

Extend existing guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/2/88 as requested in Mr. Fredrickson's letter of 5/20/88 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 18 is approved for a TEC of $900; Federal Funds $765.

RECEIVED
STATE HWY ENGR
JUN 10 '88
REFER TO
Gilmour
FOR

Info	Inves	R/D	D/H	Sign	Act	File
					X	

14. DATE
6/2/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

+4425

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

April 28, 1988

Robert Bothman, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Olsen, et ux. v. State of Oregon (ODOT) & Mocon Corp.
Clackamas County Circuit Court Case No. CCV88-4-117

Dear Mr. Bothman:

This is to inform you that the above entitled matter has been filed in Clackamas County Circuit Court. Named defendants include the Oregon Department of Transportation and Mocon Corporation. This matter concerns alleged damage to property as a result of Mocon Corporation's blasting operations while constructing the Oregon City Bypass, Contract #9928.

I have assigned this case to Trial Attorney James Van Dyke, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/sae
9115T

GARY A. POTTER

RECEIVED
DOT DIRECTOR
REFER TO

APR 29 1988

FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File

R. N. BOTHMAN

#1161

J

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

April 28, 1988

Robert Bothman, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Elliott, et ux. v. State of Oregon (ODOT) & Mocon Corp.
Clackamas County Circuit Court Case No. CCV88-4-118

Dear Mr. Bothman:

This is to inform you that the above entitled matter has been filed in Clackamas County Circuit Court. Named defendants include the Oregon Department of Transportation and Mocon Corporation. This matter concerns alleged damage to property as a result of Mocon Corporation's blasting operations while constructing the Oregon City Bypass, Contract #9928.

I have assigned this case to Trial Attorney James Van Dyke, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch Jr

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/sae
9117T

GARY A. POTTER

RECEIVED
DOT DIRECTOR
REFER TO

APR 29 1988

FOR

Info	Inves	R/D	Repy Direct	Sign	Act	File

#

J

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
GENERAL COUNSEL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6986

MEMORANDUM

DATE: April 18, 1988

TO: Donald E. Forbes, State Highway Engineer
Department of Transportation, Highway Division

FROM: Jack L. Sollis, Assistant Attorney General
General Government Section, General Counsel Division

SUBJECT: Steel Fabricators, Inc. v. Mocon Corp., and Oregon Highway Division
Clackamas County Circuit Court Case No. 87-11-175

With the reference to the letter of March 31, 1988 from Mr. Luther Jensen, Assistant Attorney General please be advised that Mocon Corporation has a lawsuit filed against the Highway Division on the same contract in which they are defending the Highway Division in a lawsuit by Steel Fabricators, Inc.

I have brought this to the attention of the Trial Section and Mr. Jensen and Mr. Van Dyke of the Trial Section will be conferring and will contact you further on the production of documents.

JLS:cfs/6325G
cc: Luther L. Jensen, Assistant Attorney General
Trial Division

James H. Van Dyke, Assistant Attorney General
Trial Division

N TED
SHE'S OFFICE

RECEIVED
STATE HWY ENGR

APR 18 '88

Done
REFER TO
cy-Adams

FOR

Info	Invest	R/D	D/R	Sign	Act	File
X						

1

4.12.88

J

Papers accepted by Rachel Watilo on 4-19-88

In the CIRCUIT Court of the State of Oregon

for the County of CLACKAMAS

STEVEN D. OLSEN and JANICE OLSEN,

Plaintiff

vs.

STATE OF OREGON by and through its Department of Transportation; MOCON CORPORATION, an Oregon corporation,

Defendant

No.

SUMMONS

To Robert Bothman, Director
Department of Transportation
State of Oregon
135 Transportation Building
Salem, Oregon 97310

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

Greg McKenzie /s/
SIGNATURE OF OREGON RESIDENT ATTORNEY

Greg McKenzie #77273
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

NOTED
SHE'S OFFICE

STATE OF OREGON, County of Clackamas *) ss.*

I, Greg McKenzie*, one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Oregon City*, Oregon, dated the* 12 *day of* April*, 19*88.

Greg McKenzie
ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Greg McKenzie /s/
ATTORNEY(S) FOR PLAINTIFF(S)

CANNING, TAIT & McKENZIE
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
1693 MOLALLA AVENUE
OREGON CITY, OREGON 97045
(503) 657-8144

Sent 4/22 info copies to:
Kuehn
Fredrickson
Adams

RECEIVED
DOT DIRECTOR
REFER TO McCulloch
APR 19 1988
FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File
					X	

cy Bothman
J Forbes

4-20-88

RECEIVED
STATE HWY ENGR
APR 21 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON }
County of Clackamas } ss
I hereby certify that the foregoing is a true and correct copy of the original.
Greg McKenzie
Or Attorneys for plaintiffs

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

STEVEN D. OLSEN and JANICE OLSEN, Plaintiffs, vs. STATE OF OREGON, by and through its Department of Transportation; MOCON CORPORATION, an Oregon corporation, Defendants.	No. COMPLAINT (Complaint Not Subject to Mandatory Arbitration)

Plaintiffs allege for their FIRST CLAIM FOR RELIEF (Nuisance) as follows:

1.

That at all times mentioned herein, plaintifs were and are now the owners of real property more particularly described as Lot 8 of Caufield Acres, Clackamas County, Oregon, including a single family dwelling located thereon. Said property is located at the address commonly known as 14201 S. Caufield Road, Oregon City, Oregon.

2.

Defendant Department of Transportation is a department of the State of Oregon.

3.

At all material times herein, defendant Mocon Corporation was and is an Oregon corporation.

4.

On or about April 14, 1986, defendant State of Oregon, by and through its Department of Transportation, undertook a construction project more commonly known as the "Oregon City Bypass Construction Project" (hereinafter "Bypass") which was in the area of plaintiffs' property. In connection therewith, defendant Mocon Corporation entered into a contract with defendant State of Oregon to perform construction blasting operations for the Bypass. Said construction blasting operations were undertaken in the area of plaintiffs' property.

5.

As a result of the construction blasting work performed by defendant Mocon Corporation pursuant to specifications, directions and instructions of the State of Oregon, the construction blasting operations caused physical damages to plaintiffs' property including numerous cracks in the interior walls, fireplace, foundation, sidewalks, patio and driveway; loosening and exposure of sheetrocking nails, and misalignment of doors.

Said physical damage to plaintiffs' property has caused a substantial inference with plaintiffs' use and enjoyment of their real property and said interference was unreasonable or based upon an abnormally dangerous activity.

6.

On or about October 3, 1986, plaintiffs submitted written notice of tort claim to defendant State of Oregon pursuant to ORS

30.275.

7.

As a direct and proximate result of the nuisance created by defendants, plaintiffs' property has been damaged and depreciated in value in the economic sum of $25,000.

8.

As a further direct and proximate result of the nuisance created by defendants, plaintiffs have been further damaged by their house vibrating and shaking causing objects to fall from shelves and interior lights to dislodge, and endangerment to plaintiffs' health, causing plaintiffs' great annoyance and discomfort all to plaintiffs' noneconomic damage in a sum to be determined at trial.

Plaintiffs allege for their SECOND CLAIM FOR RELIEF (Ultra-hazardous Activity) as follows:

9.

Plaintiffs reallege Paragraphs 1 through 8 of plaintiffs' First Claim for Relief.

10.

The construction blasting operations performed near plaintiffs' property occurred approximately three times per day with twenty-one blasts occurring on each day during a time period of approximately three weeks. The blasting operations were located within 200 feet of plaintiffs' property and created an ultrahazardous condition and abnormally dangerous activity to plaintiffs' property. The continual and repeated blasting operations created a condition of high degree of risk of harm to plaintiffs of exceptional magnitude and probability, even if defendants' exercised the utmost care.

Plaintiffs allege for their THIRD CLAIM FOR RELIEF (Trespass) as follows:

11.

Plaintiffs reallege Paragraphs 1 through 8 of plaintiff's First Claim for Relief and Paragraph 10 of plaintiffs' Second Claim for Relief.

12.

At said times and places noted above, defendants trespassed upon plaintiffs' above-described real property in that they intentionally caused articles, substances, and vibrations to enter upon plaintiffs' land.

Plaintiffs allege for their FOURTH CLAIM FOR RELIEF (Inverse Condemnation) as follows:

13.

Plaintiffs reallege Paragraphs 1 through 8 of their First Claim for Relief, Paragraph 10 of plaintiffs' Second Claim for Relief, and Paragraph 12 of plaintiffs' Third Claim for Relief.

14.

By reason of the acts of defendants, plaintiffs common and necessary use and enjoyment of their property has been restricted, interrupted and destroyed with the result that there has been a taking of plaintiffs' property by defendant State of Oregon to plaintiffs' damage as aforesaid.

15.

Plaintiffs are entitled to an award of reasonable attorney's fees pursuant to ORS 20.085.

Plaintiffs allege for their FIFTH CLAIM FOR RELIEF (Negligence) as follows:

16.

Plaintiffs reallege Paragraphs 1 through 8 of their First Claim for Relief, Paragraph 10 of plaintiffs' Second Claim for Relief, Paragraph 12 of plaintiffs' Third Claim for Relief and Paragraphs 14 and 15 of plaintiffs' fourth Claim for Relief.

17.

Defendants' conduct was negligent in one or more of the following particulars:

(a) In conducting construction blasting operations in too close a proximity to plaintiffs' property;

(b) In failing to properly monitor the area surrounding the blasting operation so as to determine whether or not the intensity and frequency of said blasting operations was appropriate for the circumstances then and there existing;

(c) In failing to warn plaintiffs of the blasting operations prior to their undertaking;

(d) In conducting said blasting operations on too frequent a basis under the circumstances then and there existing; and

(e) In creating blasting conditions with excessive force for the circumstances then and there existing.

WHEREFORE, plaintiffs pray for judgment against defendants as follows:

1. On plaintiffs' First, Second, Third and Fifth Claims for Relief as follows:

(a) Economic damages in the sum of $25,000;

(b) Non-economic damages in a sum to be determined at trial;

(c) Plaintiffs' costs and disbursements incurred herein;

(d) For such other equitable relief as the court deems proper.

2. On plaintiffs' Fourth Claim for Relief as follows:

(a) Economic damages in the sum of $25,000;

(b) Non-economic damages in a sum to be determined at trial;

(c) Plaintiffs' costs and disbursements incurred herein;

(d) For such other equitable relief as the court deems proper;

(e) For plaintiffs' reasonable attorneys fees pursuant to ORS 20.085.

CANNING, TAIT & MCKENZIE, P.C.

BY________________________________
Greg McKenzie, OSB 77273
Of Attorneys for Plaintiffs

Papers accepted by Rachel Watilo
4-19-88

In the CIRCUIT Court of the State of Oregon

for the County of CLACKAMAS

DELBERT ELLIOTT and ALICE ELLIOTT

Plaintiff

vs.

STATE OF OREGON by and through its Department of Transportation; MOCON CORPORATION: an Oregon corporation,

Defendant

No.

SUMMONS

To Robert Bothman, Director
Department of Transportation
State of Oregon
135 Transportation Building
Salem, Oregon 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

Greg McKenzie /s/
SIGNATURE OF OREGON RESIDENT ATTORNEY

Greg McKenzie #77273
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON, County of Clackamas *) ss.*

I, Greg McKenzie, *one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Oregon City, *Oregon, dated the* 12 *day of* April, 19 88

Greg McKenzie
ATTORNEY OF RECORD FOR PLAINTIFF(S)

NOTED
SHE'S OFFICE

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Greg McKenzie /s/
ATTORNEY(S) FOR PLAINTIFF(S)

CANNING, TAIT & McKENZIE
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
1693 MOLALLA AVENUE
OREGON CITY, OREGON 97045
(503) 657-8144

Sent 4/22 info copies to:
Kuehn
Fredrickson
Adams

RECEIVED
DOT DIRECTOR
REFER TO McCulloch
APR 19 1988
FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File
					X	

cy Bothman
JA Dillas
4-20-88

RECEIVED
STATE HWY ENGR
APR 21 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON } ss
County of Clackamas }
I hereby certify that the foregoing is a true and correct copy of the original.
Greg McKenzie
Of Attorneys for plaintiffs

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

DELBERT ELLIOTT and ALICE ELLIOTT,

Plaintiffs,

vs.

STATE OF OREGON, by and through its Department of Transportation; MOCON CORPORATION, an Oregon corporation,

Defendants.

No.

COMPLAINT

(Complaint Not Subject to Mandatory Arbitration)

Plaintiffs allege for their FIRST CLAIM FOR RELIEF (Nuisance) as follows:

1.

That at all times mentioned herein, plaintifs were and are now the owners of real property more particularly described as Lot 9 of Caufield Acres, Clackamas County, Oregon, including a single family dwelling located thereon. Said property is located at the address commonly known as 14231 S. Caufield Road, Oregon City, Oregon.

2.

Defendant Department of Transportation is a department of the State of Oregon.

3.

At all material times herein, defendant Mocon Corporation was and is an Oregon corporation.

4.

On or about April 14, 1986, defendant State of Oregon, by and through its Department of Transportation, undertook a construction project more commonly known as the "Oregon City Bypass Construction Project" (hereinafter "Bypass") which was in the area of plaintiffs' property. In connection therewith, defendant Mocon Corporation entered into a contract with defendant State of Oregon to perform construction blasting operations for the Bypass. Said construction blasting operations were undertaken in the area of plaintiffs' property.

5.

As a result of the construction blasting work performed by defendant Mocon Corporation pursuant to specifications, directions and instructions of the State of Oregon, the construction blasting operations caused physical damages to plaintiffs' property including cracks in the interior walls, cracks in the fireplace, loosening and exposure of sheetrocking nails, cracks in the foundation, sidewalks, patio and driveway, misalignment of doors, and breakage of the patio siding seal.

Said physical damage to plaintiffs' property has caused a substantial inference with plaintiffs' use and enjoyment of their real property and said interference was unreasonable or based upon an abnormally dangerous activity.

6.

On or about October 3, 1986, plaintiffs submitted written notice of tort claim to defendant State of Oregon pursuant to ORS

30.275.

7.

As a direct and proximate result of the nuisance created by defendants, plaintiffs' property has been damaged and depreciated in value in the economic sum of $25,000.

8.

As a further direct and proximate result of the nuisance created by defendants, plaintiffs have been further damaged by their house vibrating and shaking and endangerment to plaintiffs' health, causing plaintiffs' great annoyance and discomfort all to plaintiffs' noneconomic damage in a sum to be determined at trial.

Plaintiffs allege for their SECOND CLAIM FOR RELIEF (Ultra-hazardous Activity) as follows:

9.

Plaintiffs reallege Paragraphs 1 through 8 of plaintiffs' First Claim for Relief.

10.

The construction blasting operations performed near plaintiffs' property occurred approximately three times per day with twenty-one blasts occurring on each day during a time period of approximately three weeks. The blasting operations were located within 200 feet of plaintiffs' property and created an ultrahazardous condition and abnormally dangerous activity to plaintiffs' property. The continual and repeated blasting operations created a condition of high degree of risk of harm to plaintiffs of exceptional magnitude and probability, even if defendants' exercised the utmost care.

Plaintiffs allege for their THIRD CLAIM FOR RELIEF (Trespass) as follows:

11.

Plaintiffs reallege Paragraphs 1 through 8 of plaintiff's First Claim for Relief and Paragraph 10 of plaintiffs' Second Claim for Relief.

12.

At said times and places noted above, defendants trespassed upon plaintiffs' above-described real property in that they intentionally caused articles, substances, and vibrations to enter upon plaintiffs' land.

Plaintiffs allege for their FOURTH CLAIM FOR RELIEF (Inverse Condemnation) as follows:

13.

Plaintiffs reallege Paragraphs 1 through 8 of their First Claim for Relief, Paragraph 10 of plaintiffs' Second Claim for Relief, and Paragraph 12 of plaintiffs' Third Claim for Relief.

14.

By reason of the acts of defendants, plaintiffs common and necessary use and enjoyment of their property has been restricted, interrupted and destroyed with the result that there has been a taking of plaintiffs' property by defendant State of Oregon to plaintiffs' damage as aforesaid.

15.

Plaintiffs are entitled to an award of reasonable attorney's fees pursuant to ORS 20.085.

Plaintiffs allege for their FIFTH CLAIM FOR RELIEF (Negligence) as follows:

16.

Plaintiffs reallege Paragraphs 1 through 8 of their First Claim for Relief, Paragraph 10 of plaintiffs' Second Claim for Relief, Paragraph 12 of plaintiffs' Third Claim for Relief and Paragraphs 14 and 15 of plaintiffs' fourth Claim for Relief.

17.

Defendants' conduct was negligent in one or more of the following particulars:

(a) In conducting construction blasting operations in too close a proximity to plaintiffs' property;

(b) In failing to properly monitor the area surrounding the blasting operation so as to determine whether or not the intensity and frequency of said blasting operations was appropriate for the circumstances then and there existing;

(c) In failing to warn plaintiffs of the blasting operations prior to their undertaking;

(d) In conducting said blasting operations on too frequent a basis under the circumstances then and there existing; and

(e) In creating blasting conditions with excessive force for the circumstances then and there existing.

WHEREFORE, plaintiffs pray for judgment against defendants as follows:

1. On plaintiffs' First, Second, Third and Fifth Claims for Relief as follows:

(a) Economic damages in the sum of $25,000;

(b) Non-economic damages in a sum to be determined at trial;

(c) Plaintiffs' costs and disbursements incurred herein;

(d) For such other equitable relief as the court deems proper.

2. On plaintiffs' Fourth Claim for Relief as follows:

(a) Economic damages in the sum of $25,000;

(b) Non-economic damages in a sum to be determined at trial;

(c) Plaintiffs' costs and disbursements incurred herein;

(d) For such other equitable relief as the court deems proper;

(e) For plaintiffs' reasonable attorneys fees pursuant to ORS 20.085.

CANNING, TAIT & MCKENZIE, P.C.

BY________________________________
Greg McKenzie, OSB 77273
Of Attorneys for Plaintiffs

Papers accepted by Rachel Watilo on 4-19-88

In the CIRCUIT Court of the State of Oregon

for the County of CLACKAMAS

STEVEN D. OLSEN and JANICE OLSEN,

Plaintiff

vs.

STATE OF OREGON by and through its Department of Transportation; MOCON CORPORATION, an Oregon corporation,

Defendant

No.

SUMMONS

To Robert Bothman, Director
Department of Transportation
State of Oregon
135 Transportation Building
Salem, Oregon 97310

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

Greg McKenzie /s/
SIGNATURE OF OREGON RESIDENT ATTORNEY

Greg McKenzie #77273
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON, County of Clackamas *) ss.*

I, Greg McKenzie *, one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Oregon City *, Oregon, dated the* 12 *day of* April *, 19*88

Greg McKenzie
ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Greg McKenzie /s/
ATTORNEY(S) FOR PLAINTIFF(S)

CANNING, TAIT & McKENZIE
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
1693 MOLALLA AVENUE
OREGON CITY, OREGON 97045
(503) 657-8144

info copies to:
Kuehn
Fredrickson
Adams

RECEIVED
DOT DIRECTOR
REFER TO McCullach
APR 19 1988
FOR

Info	Inves	R/D	Hwy Direct	Sign	Act	File
					X	

cy Bothman
Forbes

4-20-88

D. R. ADAMS

RECEIVED
STATE HWY ENGR
APR 21 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON }
County of Clackamas } ss
I hereby certify that the foregoing is a true and correct copy of the original.
Greg McKenzie
Or Attorneys for plaintiffs

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

STEVEN D. OLSEN and JANICE OLSEN, Plaintiffs, vs. STATE OF OREGON, by and through its Department of Transportation; MOCON CORPORATION, an Oregon corporation, Defendants.	)	No. COMPLAINT (Complaint Not Subject to Mandatory Arbitration)

Plaintiffs allege for their FIRST CLAIM FOR RELIEF (Nuisance) as follows:

1.

That at all times mentioned herein, plaintifs were and are now the owners of real property more particularly described as Lot 8 of Caufield Acres, Clackamas County, Oregon, including a single family dwelling located thereon. Said property is located at the address commonly known as 14201 S. Caufield Road, Oregon City, Oregon.

2.

Defendant Department of Transportation is a department of the State of Oregon.

3.

At all material times herein, defendant Mocon Corporation was and is an Oregon corporation.

4.

On or about April 14, 1986, defendant State of Oregon, by and through its Department of Transportation, undertook a construction project more commonly known as the "Oregon City Bypass Construction Project" (hereinafter "Bypass") which was in the area of plaintiffs' property. In connection therewith, defendant Mocon Corporation entered into a contract with defendant State of Oregon to perform construction blasting operations for the Bypass. Said construction blasting operations were undertaken in the area of plaintiffs' property.

5.

As a result of the construction blasting work performed by defendant Mocon Corporation pursuant to specifications, directions and instructions of the State of Oregon, the construction blasting operations caused physical damages to plaintiffs' property including numerous cracks in the interior walls, fireplace, foundation, sidewalks, patio and driveway; loosening and exposure of sheetrocking nails, and misalignment of doors.

Said physical damage to plaintiffs' property has caused a substantial inference with plaintiffs' use and enjoyment of their real property and said interference was unreasonable or based upon an abnormally dangerous activity.

6.

On or about October 3, 1986, plaintiffs submitted written notice of tort claim to defendant State of Oregon pursuant to ORS

30.275.

7.

As a direct and proximate result of the nuisance created by defendants, plaintiffs' property has been damaged and depreciated in value in the economic sum of $25,000.

8.

As a further direct and proximate result of the nuisance created by defendants, plaintiffs have been further damaged by their house vibrating and shaking causing objects to fall from shelves and interior lights to dislodge, and endangerment to plaintiffs' health, causing plaintiffs' great annoyance and discomfort all to plaintiffs' noneconomic damage in a sum to be determined at trial.

Plaintiffs allege for their SECOND CLAIM FOR RELIEF (Ultra-hazardous Activity) as follows:

9.

Plaintiffs reallege Paragraphs 1 through 8 of plaintiffs' First Claim for Relief.

10.

The construction blasting operations performed near plaintiffs' property occurred approximately three times per day with twenty-one blasts occurring on each day during a time period of approximately three weeks. The blasting operations were located within 200 feet of plaintiffs' property and created an ultrahazardous condition and abnormally dangerous activity to plaintiffs' property. The continual and repeated blasting operations created a condition of high degree of risk of harm to plaintiffs of exceptional magnitude and probability, even if defendants' exercised the utmost care.

Plaintiffs allege for their THIRD CLAIM FOR RELIEF (Trespass) as follows:

11.

Plaintiffs reallege Paragraphs 1 through 8 of plaintiff's First Claim for Relief and Paragraph 10 of plaintiffs' Second Claim for Relief.

12.

At said times and places noted above, defendants trespassed upon plaintiffs' above-described real property in that they intentionally caused articles, substances, and vibrations to enter upon plaintiffs' land.

Plaintiffs allege for their FOURTH CLAIM FOR RELIEF (Inverse Condemnation) as follows:

13.

Plaintiffs reallege Paragraphs 1 through 8 of their First Claim for Relief, Paragraph 10 of plaintiffs' Second Claim for Relief, and Paragraph 12 of plaintiffs' Third Claim for Relief.

14.

By reason of the acts of defendants, plaintiffs common and necessary use and enjoyment of their property has been restricted, interrupted and destroyed with the result that there has been a taking of plaintiffs' property by defendant State of Oregon to plaintiffs' damage as aforesaid.

15.

Plaintiffs are entitled to an award of reasonable attorney's fees pursuant to ORS 20.085.

Plaintiffs allege for their FIFTH CLAIM FOR RELIEF (Negligence) as follows:

16.

Plaintiffs reallege Paragraphs 1 through 8 of their First Claim for Relief, Paragraph 10 of plaintiffs' Second Claim for Relief, Paragraph 12 of plaintiffs' Third Claim for Relief and Paragraphs 14 and 15 of plaintiffs' fourth Claim for Relief.

17.

Defendants' conduct was negligent in one or more of the following particulars:

(a) In conducting construction blasting operations in too close a proximity to plaintiffs' property;

(b) In failing to properly monitor the area surrounding the blasting operation so as to determine whether or not the intensity and frequency of said blasting operations was appropriate for the circumstances then and there existing;

(c) In failing to warn plaintiffs of the blasting operations prior to their undertaking;

(d) In conducting said blasting operations on too frequent a basis under the circumstances then and there existing; and

(e) In creating blasting conditions with excessive force for the circumstances then and there existing.

WHEREFORE, plaintiffs pray for judgment against defendants as follows:

1. On plaintiffs' First, Second, Third and Fifth Claims for Relief as follows:

(a) Economic damages in the sum of $25,000;

(b) Non-economic damages in a sum to be determined at trial;

(c) Plaintiffs' costs and disbursements incurred herein;

(d) For such other equitable relief as the court deems proper.

2. On plaintiffs' Fourth Claim for Relief as follows:

(a) Economic damages in the sum of $25,000;

(b) Non-economic damages in a sum to be determined at trial;

(c) Plaintiffs' costs and disbursements incurred herein;

(d) For such other equitable relief as the court deems proper;

(e) For plaintiffs' reasonable attorneys fees pursuant to ORS 20.085.

CANNING, TAIT & MCKENZIE, P.C.

BY_____________________________
Greg McKenzie, OSB 77273
Of Attorneys for Plaintiffs

Papers accepted by Rachel Waters 4-19-88

In the CIRCUIT Court of the State of Oregon

for the County of CLACKAMAS

DELBERT ELLIOTT and ALICE ELLIOTT

Plaintiff

vs.

STATE OF OREGON by and through its Department of Transportation; MOCON CORPORATION: an Oregon corporation,

Defendant

No.

SUMMONS

To Robert Bothman, Director
Department of Transportation
State of Oregon
135 Transportation Building
Salem, Oregon 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

Greg McKenzie /s/
SIGNATURE OF OREGON RESIDENT ATTORNEY

Greg McKenzie #77273
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON, County of Clackamas) ss.

I, Greg McKenzie, *one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Oregon City, *Oregon, dated the* 12 *day of* April, *19*88

Greg McKenzie
ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Greg McKenzie /s/
ATTORNEY(S) FOR PLAINTIFF(S)

CANNING, TAIT & McKENZIE
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
1693 MOLALLA AVENUE
OREGON CITY, OREGON 97045
(503) 657-8144

info copies to:
Kuehn
Fredrickson
Adams

RECEIVED
DOT DIRECTOR
REFER TO
McCulloch
APR 19 1988
FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File
					X	

cy Bothman
4-20-88
D. R. ADAMS

RECEIVED
STATE HWY ENGR
APR 21 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON }
County of Clackamas } ss
I hereby certify that the foregoing is a true and correct copy of the original.
Greg McKenzie
Or Attorneys for plaintiffs

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

DELBERT ELLIOTT and ALICE ELLIOTT, Plaintiffs, vs. STATE OF OREGON, by and through its Department of Transportation; MOCON CORPORATION, an Oregon corporation, Defendants.	No. COMPLAINT (Complaint Not Subject to Mandatory Arbitration)

Plaintiffs allege for their FIRST CLAIM FOR RELIEF (Nuisance) as follows:

1.

That at all times mentioned herein, plaintifs were and are now the owners of real property more particularly described as Lot 9 of Caufield Acres, Clackamas County, Oregon, including a single family dwelling located thereon. Said property is located at the address commonly known as 14231 S. Caufield Road, Oregon City, Oregon.

2.

Defendant Department of Transportation is a department of the State of Oregon.

3.

At all material times herein, defendant Mocon Corporation was and is an Oregon corporation.

4.

On or about April 14, 1986, defendant State of Oregon, by and through its Department of Transportation, undertook a construction project more commonly known as the "Oregon City Bypass Construction Project" (hereinafter "Bypass") which was in the area of plaintiffs' property. In connection therewith, defendant Mocon Corporation entered into a contract with defendant State of Oregon to perform construction blasting operations for the Bypass. Said construction blasting operations were undertaken in the area of plaintiffs' property.

5.

As a result of the construction blasting work performed by defendant Mocon Corporation pursuant to specifications, directions and instructions of the State of Oregon, the construction blasting operations caused physical damages to plaintiffs' property including cracks in the interior walls, cracks in the fireplace, loosening and exposure of sheetrocking nails, cracks in the foundation, sidewalks, patio and driveway, misalignment of doors, and breakage of the patio siding seal.

Said physical damage to plaintiffs' property has caused a substantial inference with plaintiffs' use and enjoyment of their real property and said interference was unreasonable or based upon an abnormally dangerous activity.

6.

On or about October 3, 1986, plaintiffs submitted written notice of tort claim to defendant State of Oregon pursuant to ORS

30.275.

7.

As a direct and proximate result of the nuisance created by defendants, plaintiffs' property has been damaged and depreciated in value in the economic sum of $25,000.

8.

As a further direct and proximate result of the nuisance created by defendants, plaintiffs have been further damaged by their house vibrating and shaking and endangerment to plaintiffs' health, causing plaintiffs' great annoyance and discomfort all to plaintiffs' noneconomic damage in a sum to be determined at trial.

Plaintiffs allege for their SECOND CLAIM FOR RELIEF (Ultra-hazardous Activity) as follows:

9.

Plaintiffs reallege Paragraphs 1 through 8 of plaintiffs' First Claim for Relief.

10.

The construction blasting operations performed near plaintiffs' property occurred approximately three times per day with twenty-one blasts occurring on each day during a time period of approximately three weeks. The blasting operations were located within 200 feet of plaintiffs' property and created an ultrahazardous condition and abnormally dangerous activity to plaintiffs' property. The continual and repeated blasting operations created a condition of high degree of risk of harm to plaintiffs of exceptional magnitude and probability, even if defendants' exercised the utmost care.

Plaintiffs allege for their THIRD CLAIM FOR RELIEF (Trespass) as follows:

11.

Plaintiffs reallege Paragraphs 1 through 8 of plaintiff's First Claim for Relief and Paragraph 10 of plaintiffs' Second Claim for Relief.

12.

At said times and places noted above, defendants trespassed upon plaintiffs' above-described real property in that they intentionally caused articles, substances, and vibrations to enter upon plaintiffs' land.

Plaintiffs allege for their FOURTH CLAIM FOR RELIEF (Inverse Condemnation) as follows:

13.

Plaintiffs reallege Paragraphs 1 through 8 of their First Claim for Relief, Paragraph 10 of plaintiffs' Second Claim for Relief, and Paragraph 12 of plaintiffs' Third Claim for Relief.

14.

By reason of the acts of defendants, plaintiffs common and necessary use and enjoyment of their property has been restricted, interrupted and destroyed with the result that there has been a taking of plaintiffs' property by defendant State of Oregon to plaintiffs' damage as aforesaid.

15.

Plaintiffs are entitled to an award of reasonable attorney's fees pursuant to ORS 20.085.

Plaintiffs allege for their FIFTH CLAIM FOR RELIEF (Negligence) as follows:

16.

Plaintiffs reallege Paragraphs 1 through 8 of their First Claim for Relief, Paragraph 10 of plaintiffs' Second Claim for Relief, Paragraph 12 of plaintiffs' Third Claim for Relief and Paragraphs 14 and 15 of plaintiffs' fourth Claim for Relief.

17.

Defendants' conduct was negligent in one or more of the following particulars:

(a) In conducting construction blasting operations in too close a proximity to plaintiffs' property;

(b) In failing to properly monitor the area surrounding the blasting operation so as to determine whether or not the intensity and frequency of said blasting operations was appropriate for the circumstances then and there existing;

(c) In failing to warn plaintiffs of the blasting operations prior to their undertaking;

(d) In conducting said blasting operations on too frequent a basis under the circumstances then and there existing; and

(e) In creating blasting conditions with excessive force for the circumstances then and there existing.

WHEREFORE, plaintiffs pray for judgment against defendants as follows:

1. On plaintiffs' First, Second, Third and Fifth Claims for Relief as follows:

(a) Economic damages in the sum of $25,000;

(b) Non-economic damages in a sum to be determined at trial;

(c) Plaintiffs' costs and disbursements incurred herein;

(d) For such other equitable relief as the court deems proper.

2. On plaintiffs' Fourth Claim for Relief as follows:

(a) Economic damages in the sum of $25,000;

(b) Non-economic damages in a sum to be determined at trial;

(c) Plaintiffs' costs and disbursements incurred herein;

(d) For such other equitable relief as the court deems proper;

(e) For plaintiffs' reasonable attorneys fees pursuant to ORS 20.085.

CANNING, TAIT & MCKENZIE, P.C.

BY______________________________
Greg McKenzie, OSB 77273
Of Attorneys for Plaintiffs

#947

J

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

March 31, 1988

Robert Bothman, Deputy Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Steel Fabricators, Inc. v. Mocon Corp., and Oregon Highway Division
Clackamas County Circuit Court Case No. 87-11-175

Dear Mr. Bothman:

In connection with the above-referenced matter, Mocon Corporation, through its insurer, has undertaken to indemnify and defend the State of Oregon against the plaintiff's claim.

It is, of course, incumbent upon us to cooperate fully in that defense.

I enclose a copy of a request for production of documents.

It would be greatly appreciated if you would have someone immediately contact attorneys Bittner and Barker to provide for a response to the request for production.

Very truly yours,

Luther L. Jensen
Assistant Attorney General

RECEIVED
STATE HWY ENGR
APR 5 '88
REFER TO
Sollis
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

D. R. ADAMS

cy - Kuehn
Adams

R. N. BOTHMAN

4/7 cc Fredrickson
Cyn

RECEIVED
DOT DIRECTOR
REFER TO
FORBES
APR 01 1988
FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File
					X	

LLJ/bw
8288T

Enclosure

cc: Jack Sollis (w/o enc.)
Dave Black (w/o enc.)
Bittner & Barker (att: Melia M. Shears) (w/o enc.)

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

STEEL FABRICATORS, INC.,
an Oregon corporation,

Plaintiff,

v.

MOCON CORPORATION, an
Oregon corporation, and
OREGON HIGHWAY DIVISION,
a Division of the State
of Oregon Department of
Transportation,

Defendants.

No. 87-11-175

PLAINTIFF'S FIRST REQUEST
FOR PRODUCTION OF
DOCUMENTS

Pursuant to ORCP 43, plaintiff requests defendants and their attorneys to produce and make available for inspection and copying, the documents described below on or before April 11, 1988, at the offices of Meyer, Habernigg & Wyse, 900 S.W. Fifth, Suite 1900, Portland, Oregon, 97204, or at such other time and place as the parties may agree.

INSTRUCTIONS AND DEFINITIONS

A. This request for production of documents is a continuing request and defendants are required to update their responses to these requests as additional documents become available to them or their attorneys.

B. This request for production of documents applies to documents in the care, custody or control of defendants, their attorneys, agents and employees.

RECEIVED MAR 10 1988

C. If you claim any documents requested below are privileged or otherwise protected from discovery, you must identify and describe with particularity each item you claim is privileged (eg., by date, author and addressee), summarize it contents and state the nature of the privilege or protection claimed.

D. "Document" means all writings and material of any kind, including the original and non-identical copies, whether different from the original by reason of any notation made on such copy or otherwise, including without limitation: correspondence, memoranda, notes, diaries, statistics, reports, studies, checks, statements, receipts, returns, summaries, pamphlets, books, inter-office and intra-office communications, transcripts or notations of any sort of conversation, telephone calls, meeting or other communications, bulletins, printed matter, invoices, worksheets and all drafts, alterations, modifications, changes and amendments of any of the foregoing, graphic and oral records or representations of any kind, including without limitation photographs, charts, films, microfilms and electronic recordings such as tapes and cassettes.

E. "Person" refers to natural or artificial persons.

F. If applicable, singular designations of nouns include the plural and plural designations of nouns include the singular. Past tense of verbs include the present tense, if applicable, and present tense of verbs include the past. Masculine gender includes the feminine and neuter; feminine gender includes the masculine and neuter; neuter gender includes the feminine and masculine.

G. "Related to" means containing, indicating, describing, analyzing, reflecting, connected with, discussing, pertaining to, supporting, referring to, or mentioning, in whole or in part, the subject matter stated.

DOCUMENTS TO BE PRODUCED

1. Each document related to communications between plaintiff and defendants or either of them about dust accumulation or dust damage.

2. Each documents related to communications between defendants about dust conditions occurring in connection with Park Place/Clackamas Community College--Cascade Highway South -- contract No. 9928 ("the Contract").

3. Each document related to communications between non-parties and defendants, or either of them, about dust conditions occurring in connection with the Contract.

4. Each document related to instructions to employees of defendants or of either of them in connection with road watering or control of dust conditions in connection with the Contract.

5. Each document related to the knowledge of defendants or either of them of procedures for control of

dust conditions in road construction projects.

DATED this 9th day of March, 1988.

MEYER, HABERNIGG & WYSE

By

Michael A. Yates, OSB #83354
of Attorneys for Plaintiff

CERTIFICATE OF SERVICE

I hereby certify that I served the foregoing PLAINTIFF'S FIRST REQUEST FOR PRODUCTION OF DOCUMENTS on the following attorney of record on March 9, 1988 by mailing to said attorney a copy thereof, contained in a sealed envelope, with postage paid, addressed to said attorney at said attorney's, last known address, to-wit:

Melia M. Shears
Bittner & Barker, P.C.
1800 Benjamin Franklin Plaza
One S. W. Columbia
Portland, Oregon 97258

DATED: March 9, 1988

MEYER, HABERNIGG & WYSE

By: P. Conover Mickiewicz
P. Conover Mickiewicz
OSB# 81136
Of Attorneys for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF CLACKAMAS

STEEL FABRICATORS, INC., an Oregon corporation, Plaintiff, v. MOCON CORPORATION, an Oregon corporation, and OREGON HIGHWAY DIVISION, a Division of the State of Oregon Department of Transportation, Defendants.	No. 87-11-175 PLAINTIFF'S FIRST REQUEST FOR PRODUCTION OF DOCUMENTS

Pursuant to ORCP 43, plaintiff requests defendants and their attorneys to produce and make available for inspection and copying, the documents described below on or before April 11, 1988, at the offices of Meyer, Habernigg & Wyse, 900 S.W. Fifth, Suite 1900, Portland, Oregon, 97204, or at such other time and place as the parties may agree.

INSTRUCTIONS AND DEFINITIONS

A. This request for production of documents is a continuing request and defendants are required to update their responses to these requests as additional documents become available to them or their attorneys.

B. This request for production of documents applies to documents in the care, custody or control of defendants, their attorneys, agents and employees.

RECEIVED MAR 10 1988

C. If you claim any documents requested below are privileged or otherwise protected from discovery, you must identify and describe with particularity each item you claim is privileged (eg., by date, author and addressee), summarize it contents and state the nature of the privilege or protection claimed.

D. "Document" means all writings and material of any kind, including the original and non-identical copies, whether different from the original by reason of any notation made on such copy or otherwise, including without limitation: correspondence, memoranda, notes, diaries, statistics, reports, studies, checks, statements, receipts, returns, summaries, pamphlets, books, inter-office and intra-office communications, transcripts or notations of any sort of conversation, telephone calls, meeting or other communications, bulletins, printed matter, invoices, worksheets and all drafts, alterations, modifications, changes and amendments of any of the foregoing, graphic and oral records or representations of any kind, including without limitation photographs, charts, films, microfilms and electronic recordings such as tapes and cassettes.

E. "Person" refers to natural or artificial persons.

F. If applicable, singular designations of nouns include the plural and plural designations of nouns include the singular. Past tense of verbs include the present tense, if applicable, and present tense of verbs include the past. Masculine gender includes the feminine and neuter; feminine gender includes the masculine and neuter; neuter gender includes the feminine and masculine.

G. "Related to" means containing, indicating, describing, analyzing, reflecting, connected with, discussing, pertaining to, supporting, referring to, or mentioning, in whole or in part, the subject matter stated.

DOCUMENTS TO BE PRODUCED

1. Each document related to communications between plaintiff and defendants or either of them about dust accumulation or dust damage.

2. Each documents related to communications between defendants about dust conditions occurring in connection with Park Place/Clackamas Community College--Cascade Highway South -- contract No. 9928 ("the Contract").

3. Each document related to communications between non-parties and defendants, or either of them, about dust conditions occurring in connection with the Contract.

4. Each document related to instructions to employees of defendants or of either of them in connection with road watering or control of dust conditions in connection with the Contract.

5. Each document related to the knowledge of defendants or either of them of procedures for control of

dust conditions in road construction projects.

DATED this 9th day of March, 1988.

MEYER, HABERNIGG & WYSE

By

Michael A. Yates, OSB #83354

of Attorneys for Plaintiff

CERTIFICATE OF SERVICE

I hereby certify that I served the foregoing PLAINTIFF'S FIRST REQUEST FOR PRODUCTION OF DOCUMENTS on the following attorney of record on March 9, 1988 by mailing to said attorney a copy thereof, contained in a sealed envelope, with postage paid, addressed to said attorney at said attorney's, last known address, to-wit:

Melia M. Shears
Bittner & Barker, P.C.
1800 Benjamin Franklin Plaza
One S. W. Columbia
Portland, Oregon 97258

DATED: March 9, 1988

MEYER, HABERNIGG & WYSE

By: P. Conover Mickiewicz
P. Conover Mickiewicz
OSB# 81136
Of Attorneys for Plaintiff

9928

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

CON 5
9717/9928

TO: Caroline Philp
General Files

DATE: February 19, 1988

FROM: Ron Kleinschmit
Contract Claims Coordinator

**CONFIDENTIAL
CLAIM FILE**

SUBJECT: Contract No. 9717, Park Place - Newell Creek
Contract No. 9928, Park Place - Clackamas Community College
Multnomah County
Mocon vs. State of Oregon
Complaint No. 8801-00228 and Request for Discovery

This memo is to be treated as confidential, prepared at the request and direction of William Cloran, Assistant Attorney General for the State of Oregon, representing the Highway Division in this matter. No copies should be made or distributed without conferring with Mr. Cloran. This memo should be filed in a separate file in the contract records, marked as litigation 8801-00228 file. Please do not include this memo in the data you are being requested to submit to my office.

The contractor on the above project Contract No. 9928, Mocon Construction has filed litigation related to a construction claim. Attached is a copy of the complaint, and a formal request for discovery related to that litigation which includes documents from Contract No. 9717. Please read the request carefully. Failure of the Division to produce the documents in a timely fashion is usually detrimental to our position.

Please assemble the documents in your possession, pack them in standard storage boxes, (large archive boxes are okay for rolls of X-sections, maps, etc.). Prepare an inventory of the included information suitable for indexing, and return receipt acknowledgement. Clearly mark each carton as to originator, number the cartons, and make arrangements to have them shipped or delivered to the Construction Office in care of myself.

If the files in your possession may not be removed from their area due to administrative rule, please prepare the same inventory and submit to me. It is preferred that machine copies be sent with the inventory rather than scheduling a discovery at your site.

The date for delivery to this office is by Friday, March 4, 1988, to allow the Division's attorney time to review the documents as to discoverability. If, for any reason, you cannot make this date, please notify me immediately.

If you have no documents in your possession or under the control of your section, simply note same on a copy of this letter and return to me. **Please submit any core samples that may be in existence.** Particular

81-125-1387

effort should be made to locate all forms of diaries and telephone logs. These are often overlooked, as they may not be job specific, but may contain important information.

The attached request is somewhat specific. We are requesting, however, that you submit all documents in your possession to this office. If the complainant has not had an opportunity to review them, we may not be able to use them at time of trial in our defense.

Thank you for your assistance. If you have any questions regarding this request, please contact me. Every effort will be made to return the documents to you in a timely fashion.

cc: With request attached:
Ken Karnosh
Carol Lopez
L. E. George
Fran Neavoll
Walter Hart
Wayne Cobine
Marion Craft
Earl Mershon
Bruce Walton
Bill Harlon
Herm Mitzel
George Machan
D. O. Christensen
Ted Litchfield
Clarence Eshelman

William Cloran w/o attachments

bc: FHWA

RK:hh

Attachments

02191h

A true copy /
Paul R Meyer

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

MOCON CORPORATION,
Plaintiff,
v.
STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Oregon State Highway Division,
Defendant.

No. A8801-00228

COMPLAINT
(Breach of Contract,
Breach of Warranty
and Breach of Covenant
of Good Faith)

L-9163
Filed 1-15-88

Plaintiff alleges:

ALLEGATIONS COMMON TO ALL CLAIMS FOR RELIEF

1.

Plaintiff now is and at all times mentioned herein has been a corporation duly organized and existing under the laws of the State of Oregon. Defendant is subject to this suit by virtue of ORS 30.320 and other provisions of Oregon law.

2.

Defendant determined to construct, in several sections, a highway known as Cascade South for which it prepared detailed Plans and Specifications for each portion of the work. One section was called Park Place-Newell Creek Section, for which defendant issued Contract No. 9717 to Elting, Inc. (hereinafter the "Elting Contract"), which Contract was awarded to Elting approximately October 4, 1983 and called for work to be performed well into the year 1985. Portions of the Elting Contract provided for work to be completed in 1985 which would, when completed, become the site for work to be performed in 1985 and 1986 by plaintiff under its Contract hereinafter alleged.

3.

Another section of the Cascade South Highway was called "Park Place-Clackamas Community College" (hereinafter called "the Project"), the Contract for which No. 9928 was awarded to plaintiff on November 26, 1984 and executed November 28, 1984 (hereinafter "the Contract") and specified the work was to be completed, subject to time extensions, by November 15, 1986.

4.

The Contract further provided that it is inherent in the nature of highway construction that changes and alterations in the Plans or quantities or details of construction might be necessary or desirable during the course of construction and that the character of the work would be subject to changes and alteration as a consequence of various causes. Accordingly, defendant reserved the right, without impairing the Contract, to require additional work, to increase or decrease quantities, to omit, to cancel or eliminate contract items, to alter details of construction, and to make any other changes or alterations as the engineer might determine to be necessary or desirable to complete satisfactorily the proposed construction. The contractor agreed to perform such changed additional increased or altered work upon notice thereof from the engineer and that the performance of such changed and altered work would not invalidate the Contract. The Contract further provided, if such changes or alterations materially changed the character of the work to be performed or the unit costs thereof, defendant would compensate plaintiff for such work on a basis to be agreed upon in advance of performance or in an amount which would be determined to be fair and equitable for the actual cost of the changed work. In addition, the Contract provided that the time for the performance of such altered and changed work and additional work would be accommodated by an extension of time for performance of the Contract and that, in addition, contractor would be compensated for all damages for unreasonable delays caused by acts or omissions of the defendant or persons acting on its behalf.

5.

In designing the Project and furnishing the Plans and Specifications to plaintiff and others for bid and by incorporating said design and Plans and Specifications into the Contract, defendant impliedly warranted that the details of construction in the Contract Documents were adequate, accurate and complete, and were reasonably practicable, using standard construction practices normally used in the state of Oregon for Oregon State Highway Department work to accomplish all the work within the time schedule specified. Defendant further agreed and impliedly warranted that it would not hinder, delay or impede plaintiff's performance under the Contract. Defendant further agreed and warranted that it would administer tha Contract fairly and in good faith, take responsibility for any and all deficiencies or errors in the design, or the failure to provide the site in the manner represented in the Plans and Specifications of the Contract and the related Elting Contract, promptly make changes and alterations in the Plans and details of construction necessary or desirable during the course of the work in order to enable the work to be completed in a reasonable fashion using standard construction practices, all within the time permitted by the Contract. Defendant further agreed and warranted that, in the event any changes or alterations required extensions of time, it would grant reasonable extensions of time to contractor and also agreed to pay plaintiff compensation for any unreasonable delays caused by the acts or omissions of the defendant or persons acting for it. Defendant also represented and agreed to furnish the site for plaintiff's work as depicted in the finished grades and in accordance with the finished Elting Contract, as well as in accordance with the Plans and Specifications of the Project and would require Elting to perform his work in accordance with the Elting Contract.

6.

Plaintiff agreed to construct the Project in accordance with defendant's Plans and Specifications and using normal standard construction practices customary in the industry, and defendant agreed to administer the Contract in accordance with its terms and in accordance with the implied warranties relating to the Plans, Specifications, Special Provisions, Supplemental Specifications and Contract Documents, and to pay plaintiff in accordance with the prices provided in plaintiff's bid, as defendant under said Contract are self-operative and occur when the defendant had good reason to be aware of the fact that it is, in fact, changing, altering plaintiff's Contract, extending the time for performance, and otherwise adding extra work.

SECOND CLAIM FOR RELIEF

COUNT ONE

(Breach of Contract)

13.

Defendant breached its Contract and its warranties in that it failed to require Elting to finish the roadbeds and slopes between Stations 82+00 to 92+00 in accordance with the Plans and Specifications of the Elting Contract and the Contract and failed to require Elting to finish said roadbeds in accordance with the required hubs.

14.

As a direct and proximate result of said breaches of contract, plaintiff sustained damages in the sum of $15,480.00, which sum together with interest at 1 percent per month from the date said work was performed is due and owing from defendant to plaintiff.

COUNT TWO

(Breach of Contract and Covenant of Good Faith)

15.

Realleges the allegations of paragraphs 13 and 14.

16.

Realleges the allegations of paragraph 12.

THIRD CLAIM FOR RELIEF

COUNT ONE

(Breach of Contract and Implied Warranties)

17.

On July 21, July 29, and August 1, 1986, plaintiff advised defendant of certain unsuitable subgrade materials located under the surcharge which had been placed by Elting under the Elting Contract on the site of the work to be performed by plaintiff. Defendant acknowledged that plaintiff was entitled to extra compensation for the extra work and agreed to keep track of the extra work involved in dealing with this unsuitable material in order to provide for payment by defendant to plaintiff on the basis of the defendant's records on a daily force account basis.

18.

Despite repeated requests, defendant failed to submit to plaintiff until late February, 1987 its records of the daily force account work for purposes of the work being priced out by plaintiff. Plaintiff completed the pricing and returned it to defendant within a reasonable time and by the end of March 1987.

19.

Defendant breached its Contract by failing to pay for the extra work ordered by the State to plaintiff's direct and proximate damage in the sum of $16,424.00, less the sum of

$3,660.00 previously paid by the State, leaving a balance due and owing from the defendant to plaintiff of $12,762.00, together with interest at 1 percent per month from March 30, 1987.

COUNT TWO

(Breach of Contract and Covenant of Good Faith and Fair Dealing)

20.

Realleges the allegations of paragraphs 17, 18 and 19.

21.

Defendant breached its covenant of good faith and fair dealing in failing to reimburse plaintiff for the extra work in the sum of $12,762.00 by failing to administer its Contract obligations in good faith and with fair dealing to plaintiff and to pay plaintiff the force account work and extra work which it ordered. By reason of the foregoing, plaintiff has been damaged in the sum of $12,762.00, together with interest at 1 percent per month from March 30, 1987.

WHEREFORE, plaintiff demands judgment against defendant as follows:

1. On its First Claim for Relief, for the sum of $178,600.00, together with interest at 1 percent per month from the date said work was performed.

2. On its Second Claim for Relief, for the sum of $15,480.00, together with interest at 1 percent per month from the date said work was performed.

3. On its Third Claim for Relief, for the sum of $12,762.00, together with interest at 1 percent per month from March 30, 1987.

4. For its costs and disbursements incurred herein.

5. For such other and further relief as the Court may deem just and proper.

PAUL R. MEYER, P.C.

By PAUL R. MEYER

Paul R. Meyer (OSB 53073)
Attorney for Plaintiff
Trial Attorney: Paul R. Meyer

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

MOCON CORPORATION, Plaintiff, v. STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Oregon State Highway Division, Defendant.	No. A8801-00228 PLAINTIFF'S FIRST REQUEST FOR PRODUCTION OF DOCUMENTS

To: Defendant above named and Its Attorney, William F. Cloran, Assistant Attorney General, Department of Justice, State of Oregon:

Pursuant to ORCP Rule 43, plaintiff requests defendant to produce the following documents for plaintiff's inspection and copying at the office of Paul R. Meyer, P.C., Suite 1900, 900 S.W. Fifth Avenue, Portland, Oregon 97204-1228, on Monday, March 7, 1988 at 2 p.m., or at such other place and earlier time as may be agreed upon mutually by counsel in writing prior to said date.

DEFINITIONS AND INSTRUCTIONS

1. The term "document" or "documents," as used herein, refers to all written or graphic material however produced or reproduced (including computer stored or generated data, together with instructions and programs necessary to search or retrieve such data) of every kind and description, including the original, a copy when the original is not available, and each nonidentical

copy, including those which are not identical by reason of notations or markings thereon, of all papers, books, pamphlets, periodicals, letters, reports, memoranda, and written requests, notations, messages, telegrams, cables, records, drafts, desk calendars, diaries, daily, weekly, or other periodic reports, time sheets, logs, studies, analyses, summaries, magazines, booklets, circulars, bulletins, instructions, minutes, photographs, film, purchase orders, bills, checks, tabulations, questionnaires, service drawings, sketches, working papers, charts, graphs, indexes, tapes, correspondence, records of purchase or sale contracts, agreements, and leases, invoices, expense records, vouchers, trip reports, releases, appraisals, valuations, estimates, opinions, financial statements, accounting records, ledgers, journals, income statements, expense statements, electronic, taping or other descriptions of telephone or personal conversations.

2. "You" or "your" means the particular party or parties to whom this request is addressed, and each of them. In responding to this request, each responding party is required to produce all documents in that party's possession, custody, or control or otherwise available to that party's representatives, employees, or agents, as well as documents in the possession of the responding party's attorneys, advisers, agents, investigators, accountants, consultants, or associates of any kind, either past or present.

3. "Relating to" or "pertaining to," as used herein, shall mean any document which is relevant in any way to the subject matter, including without limitation to the foregoing all documents which contain, record, reflect, summarize, evaluate, comment upon, transmit, or discuss the subject matter of any request, as well as drafts, working papers, or other preparation materials or exhibits shown or circulated at any meetings of discussions, and the text or notes of any oral or written presentations or conversations.

4. Each document shall be produced in a manner which preserves its sequential relationship with other documents being produced and shall include the file folder and folder tabs associated with its file location and, if not apparent on the folder or tabs, shall be accompanied by identification of the person or department from whose files it was taken and such additional source information as is necessary to enable the parties to determine the document's pre-production location.

5. If you contend that a document is privileged in whole or in part or otherwise object to any part of any request or believe that any identified document would be excludable from production in discovery regardless of its relevance, identify each such document with particularity, state the reasons for each objection to production, and identify the document by date, author, and subject matter (without disclosing its privileged contents) sufficient to allow its description to a Court for a ruling thereon.

6. If a responding party is unable to produce any document called for by this request, state the reason why the document cannot be produced, identify the document with as much accuracy as possible, and identify the persons or entities who are believed to have possession, custody, or control of the requested documents.

7. Unless otherwise specified in an individual request, all requests relate to the period from January 1, 1983 to the present.

8. Whenever the term "the Elting Contract," "the Elting Project" or "the Elting Job" is referred to, it shall refer to the Park Place-Newell Creek Section of the Cascade South Highway Contract No. 9717 issued to Elting, Inc. Whenever the term "Mocon Contract," "Mocon Project," "Mocon Job" or the reference to "Project" or "Job," it shall be to the Park Place-Clackamas Community College Section of the Cascade South Highway Project embodied in Contract No. 9928 issued to Mocon Corporation.

9. Whenever the term "State" or "Highway Commission" is used, it shall refer to the State of Oregon, acting by and through its Transportation Commission, Department of Transportation, Oregon State Highway Division, and shall include the acts of all its employees and agents.

10. The term "Contract Documents" shall refer to all designs, plans, specifications, special provisions, supplemental provisions, revision letters, change orders, extra work orders

and reports made by the Contracting Officers and his representatives and agents, reports made by the contractors (Elting and Mocon), correspondence between any of the State officials, employees or agents, and any of the contractors, its representatives or agents.

11. As used in this request, "First Claim," "Second Claim" and "Third Claim" shall refer to the First, Second and Third Claims for Relief in plaintiff's Complaint. In this Request for Production, it is the intention to the extent possible to focus production on those documents which relate to plaintiff's three Claims for Relief and not simply produce mass documents representing everything which the State has in connection with the job.

12. Also, as part of narrowing the focus of this Request to Produce, when reference is made to the Elting Contract, Elting Project or Elting Job, it is primarily addressed to that portion of the Elting Job which was located on the same or closely adjacent site to that of the Mocon Project.

13. The term "documents" in this Request to Produce, in addition to the items covered in paragraphs 1 and 10 above, shall include all daily inspection reports, change orders, revisions letters, correspondence, extra work orders, pay estimates, credits, extra charges and claims made by the contractors (Elting and Mocon) and all communications or memoranda of communications between the State of Oregon and the Federal Highway Administration or other federal, state and local

governmental agencies relative to either the Mocon or Elting Project, all as they relate to the matters which are the subject of the requests.

SPECIFIC DOCUMENTS REQUESTED

1. All documents reflecting or relating to the State's investigations and plannings of the site work on the Elting and Mocon Projects with respect to soil and subsurface conditions and with respect to the reasons why certain work was apportioned to the Elting Contract and other work apportioned to the Mocon Contract.

2. All documents reflecting or relating to the performance by Elting of its work between Stations 82+00 to 92+00 and reflecting or relating to the knowledge of and reasons that Elting was permitted to leave the subgrade elevations in that portion of his work approximately 75,000 to 80,000 cu. yds. below the grade specified in the Mocon Contract.

3. All documents reflecting or relating to any credit given Elting with respect to the final subgrade elevations to which he left the work between Stations 82+00 and 92+00 and the original quantities estimated in the Contract or the State's original estimates, together with all records reflecting payments made to Elting which were affected by said subgrade elevations, including mass diagrams and calculations.

4. All documents reflecting or relating to the work performed by Elting with respect to the surcharge embankment and

reflecting all knowledge or information available to the State concerning said surcharge embankment and reflecting all reasons why any of the Elting Contract provisions and specifications were relaxed in connection therewith. This request should include all matters relating to the compaction, as well as the moisture requirements relative to the surcharge.

5. All documents relating to and reflecting the manner and method in which Elting was permitted to finish the roadbeds and slopes between Sections 82+00 and 92+00, and with respect to the manner in which Elting finished the roadbeds in accordance with the required hubs. These documents should include not only the documents reflecting knowledge of what occurred but also all matters reflecting payments, credits, deducts or claims made with respect to those matters, either by the State against Elting or Elting against the State.

6. All documents reflecting or relating to the subgrade materials located under the surcharge placed by Elting, including but not limited to the time it was determined that said subgrade was unsuitable, all matters that relate to payments, credits or claims made by Elting against the State or the State against Elting in connection with those matters, and all documents which reflect those matters with respect to the performance of Mocon's work, demands made upon Mocon by the State in connection with replacing the unsuitable material and with respect to any arrangements for the payment thereof to Mocon. Also included should be all records of daily force account work

that was kept by the State or any other party in connection with such work.

7. All documents which reflect or relate to the reasons that defendant failed to submit to plaintiff until late February 1987 its records of the daily force account work for the purposes of permitting Mocon to price out the work.

PAUL R. MEYER, P.C.

By PAUL R. MEYER

Paul R. Meyer (OSB 53073)
Attorney for Plaintiff
Trial Attorney: Paul R. Meyer

7721

January 26, 1988

CON 5 - #9928

Casey Industrial, Inc.
P.O. Box 889
Albany, OR 97321

Attn: Gary H. Nicholson
Vice-President
Finance

We have received your claim letter dated January 18, 1988, filed against the following Highway Division contract:

FILED BY:	Casey Industrial, Inc.
AMOUNT:	$38,619.72
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
CONTRACT NO.:	9928
PROJECT:	Park Place - Clackamas Community College
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James & Co. of Oregon

Under Oregon law, you will need to file this claim direct with the Secretary of State and the prime contractor. The Secretary of State's address is 143 Capitol Building, Salem, OR 97310. We will advise the surety of the receipt of this claim.

Please advise this office when your claim has been paid. For your information, attached is a copy of the law, which outlines the filing procedure.

Fran Neavoll
COMMISSION SERVICES

Attachment
cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

Fred S. James & Co. of Oregon
1605 Liberty St. S.E.
Salem, OR 97302

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

noted on card

bc: Bryant Jackmond

FKN:cv

Casey
INDUSTRIAL, INC.
P.O. BOX 889 / 4505 MARION S.E. / ALBANY, OREGON 97321 / (503) 926-8641
FAX / (503) 928-2339

January 18, 1988

Mr. Robert Gormsen
Commission Services
Room 121, Transportation Bldg.
Salem, Or. 97301

SUBJECT: Contract #9928 Park Place - Clackamas Comm. College
Mocon Corporation

Dear Mr. Gormsen:

In accordance with Section 107.28 of the Standard Specifications for Highway Construction - 1974, we are placing a claim for past due invoices on this project.

Casey Industrial, Inc. (formerly Mid Continent Industrial Services, Inc.) was a subcontractor to Mocon Corporation for this project. Enclosed is a summary of our invoices to Mocon indicating those that are past due.

If we may provide any other information please let me know.

Very truly yours.

CASEY INDUSTRIAL INC.

Gary H. Nicholson
Vice President
Finance

GHN:dg

cc:Mocon
United Pacific Insurance

RECEIVED
JAN 19 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mocon Corporation Payment Summary

Payment Voucher No.	Date	Check No.	Date	Contract Amount	Extra Work Orders	Retainage	Net Invoice	Net Check	Balance Due
1	31-May-85	10833	21-Jun-85	6,102.00		305.10	5,796.90	5,796.90	0.00
2	31-Jul-85	11451	09-Sep-85	38,600.00		1,930.00	36,670.00	36,670.00	0.00
3	28-Feb-86	jt ck 6911	31-Mar-86	68,964.00		3,448.20	65,515.80	29,200.00	36,315.80
4	31-May-86	7278	02-Jul-86	3,720.00		372.00	3,348.00	38,481.80	(35,133.80)
5	31-Jul-86	13975	19-Aug-86	43,897.10		2,194.86	41,702.24	41,702.24	0.00
6	31-Jul-86	14236	23-Sep-86	63,829.00		3,191.45	60,637.55	53,321.18	7,316.37
		jt ck 14237	23-Sep-86				0.00	7,035.02	(7,035.02)
		backcharge	23-Sep-86				0.00	281.35	(281.35)
7	30-Sep-86	14665	24-Oct-86	57,592.00		2,879.60	54,712.40	54,712.40	0.00
8	31-Oct-86	7841	17-Dec-86	1,459.90	7,429.32	444.47	8,444.75	8,444.85	(0.10)
				284,164.00	7,429.32	14,765.68	276,827.64	275,645.74	1,181.90
Force Account Invoices									
	Date	Invoice #							
	29-Oct-86	3315					8,244.82		8,244.82
	22-Dec-86	3342					4,452.27		4,452.27
	30-Dec-86	3368					719.99		719.99
	03-Apr-86		Joint Check MCIS and Columbia Concrete					5,000.00	(5,000.00)
	03-Dec-87	4342					4,419.06		4,419.06
Balance to Invoice on Contract				9,836.00			9,836.00		9,836.00 ✓
				294,000.00	7,429.32	14,765.68	304,499.78	280,645.74	23,854.04

Due from Mocon

Force Account	12,836.14
Contract Balance to Invoice	9,836.00
Underpayment of vouchers	1,181.90
Retainage	14,765.68
	38,619.72

RECEIVED
JAN 19 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

January 25, 1988

#9506

Robert Bothman, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Mocon Corp. v. State of Oregon (ODOT)
Multnomah County Circuit Court Case No. A8801-00228

Dear Mr. Bothman:

This is to inform you that the above entitled matter has been filed in Multnomah County Circuit Court. Named defendants include the State of Oregon Department of Transportation. This matter concerns Mocon claims on the Beavercreek Redland Road job.

I have assigned this case to Trial Attorney William F. Cloran and James Van Dyke, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/sae
6563T

cc: O.B. Jackmond
Jack Sollis (w/attachment)

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cy to: Pat Schwartz
Fran Neavoll

noted

RECEIVED
STATE HWY ENGR
JAN 28 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
DOT DIRECTOR
REFER TO Rulien
JAN 26 1988
FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File

SAFETY
SIGNAL
SYSTEMS
Incorporated

7002 - 220TH ST. S.W.
MOUNTLAKE TERRACE, WA 98043

(206) 775-1557 or 633-2159

files

December 11, 1987

United Pacific Insurance Company
Bend Department
33405 - 8Th Avenue South C-3000
Federal Way, Washington 98003

RE: Oregon Transportation Division
Contract No. 9928

Project: Park Place - Clackamas
Community College, Cascade Hwy. South
Clackamas County

Gentlemen:

The purpose of this letter is to advise all interested parties that Safety Signal Systems, Inc. has not been paid for the traffic signal equipment furnished in the above referenced project and the lien filed in May, 1986 is still in effect.

Equipment furnished (Shipped Dec. 1985)	$20,815.00

Plus interest at legal allowable rate and attorney fees.

Very Truly Yours,

J. E. Stumpf

J.E. Stumpf,
Sec/Treas.

RECEIVED
DEC 23 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

claim filed
no response nec.

SAFETY
SIGNAL
SYSTEMS

cc:

United Pacific Ins. Co.
P.O. Box 5669
Portland, Or. 97228

Mocon Corporation
P.O. Box 3258
Salem, Or. 97302

Robert W. Gormsen
Commission Services Re: CON 5-9928
Dept. of Transportation
Transportation Bldg.
Salem, Or. 93310

Earl Mershon, Proj. Engr.
Dept. of Transportation
3700 S.E. 92nd Ave.
Portland, Or. 97266

MCIS/Mid Continental
P.O. Box 889
Albany, Or. 97321-0327

RECEIVED
DEC 23 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UNITED STATES FIDELITY AND GUARANTY COMPANY
1515 S.W. FIFTH AVENUE
P. O. BOX 1701
PORTLAND, OREGON 97207
TELEPHONE: 503/221-0221

ROGER R. BAIRD
MANAGER
HARRY L. MASTERS, C.P.C.U.
ASSISTANT MANAGER

EDWARD J. DUNN
CLAIM SUPERVISOR

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

December 8, 1987

Mocon Corporation
PO Box 3258
Salem, OR 97302

Oregon Highway Division — Re-mailed 12/16/87
520 S.W. Yamhill To Or Trans. Comm.
Portland, OR 97204 121 Transportation Bldg
Salem, Or 97310

RE: Steel Fabricators, Inc. vs. Mocon Corporation, etal
Circuit Court Clackamas County #87-11-175

Gentlemen:

This will acknowledge receipt of the above captioned lawsuit representing a claim being made under your policy arising out of your operations through May 1986 to August 1986 at the construction project known as Park Place, Clackamas Community College.

Please be advised that we are accepting the claim under a full reservation of rights. We are reserving our rights as to the late notice, which is over a year past the alleged occurrence, and also as to the allegations as to the facts and whether or not they would fall within the definition of occurrence as outlined in the insurance policy that you had in force with our company at the time of this claim.

We also call your attention to the fact that there is an allegation for punitive damages, and your policy would not cover you for such damages.

USF&G Insurance Company is reserving it's rights to have it's duties and liabilities under the policy determined at a later date. The Company further reserves it's right to withdraw from the investigation, settlement or other handling of the claim if circumstances warrant.

It is also understood that this reservation of rights now exercised in behalf of United States Fidelity and Guaranty Insurance Company does not waive any of your rights under the policy.

1/28/88
noted on
card

Even though the handling, investigation and/or settlement of this claim is hereby undertaken with a full reservation of rights, we solicit your cooperation in the further handling of this claim, required under the terms of the policy.

If you have any questions concerning the content of this letter, please do not hesitate to contact the undersigned.

Yours truly,

Mrs. Jo McPherson

Mrs. Jo McPherson
Claims Dept.

cc: Fred S James & Co. of Oregon
PO Box 31
Salem, OR 97308-0031

JM:kh

RECEIVED
DEC 17 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Bryant Jacksmond

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
9928

DATE: October 27, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M Walton
for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
SHE'S OFFICE

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-78(8)

Contract 9928, Work Completed December 1, 1986

Project Park Place-Clackamas Community College

Highway Cascade Highway South

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date September 28, 1987

LMH
for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
OCT 28 1987
OREGON DIVISION

734-2023 (2-85)

DATE: October 6, 1987

TO: Oregon Transportation Commission CON 3

FROM: Larry Rulien
State Highway Engineer REVISED

SUBJECT: EEO/MBE Contract Compliance
Mocon Corporation
Request to Suspend Prequalification for 90 Days

Mocon Corporation has been reviewed two times this year (June 24, and August 11) for compliance with the federal aid EEO/MBE provisions of the contracts. In both cases, Mocon Corporation was found to be in noncompliance. The contractor was issued a 30-day show cause notice and breach of contract notice both times. In addition to these findings of noncompliance, Mocon Corporation was reviewed four times for EEO/MBE compliance during 1986, and was found in noncompliance with similar deficiencies noted in each instance.

Enclosed for your information is a chronological history of Mocon Corporation's EEO/MBE contract compliance reviews during 1986 and 1987. Included with this information are contract numbers, specific areas of deficiency, findings, and recommendations.

Mocon Corporation has repeatedly and consistently demonstrated deficiencies in the EEO/MBE contract compliance area. The contractor has shown no progress in improving its methods and efforts to employ women and minorities in its workforce. Pursuant to ORS 279.037(1)(d), I request your approval to suspend Mocon Corporation's prequalification for a period of 90 days commencing on the date of your approval.

This will be an item on the agenda for your consideration at the October 20 Commission meeting.

Enclosure

bc Robert N. Bothman
Jack Sollis
W. E. Schwartz
C. O. Fredrickson
Fran Neavoll
R. L. S. Catalani
John Elliott

LB:mk sl

2 jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 7	COUNTY Clackamas	DIVISION Oregon

IN COMPANY WITH
Earl Mershon, Marion Craft, Tim Smith, Dennis Carlson, and Dick Anderson; OSHD

DATE OF INSPECTION 9/28/87	INSPECTION MADE BY W. H. Kappus, Area Engineer; Mike Cribb, HET; and Larry Heil, Assistant Area Engineer	PROJECT NO. IX-74(8)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

PARK PLACE INTERCHANGE - CLACKAMAS COMMUNITY COLLEGE
OREGON CITY BYPASS (CASCADE HWY SOUTH)
Grade, Pave, Sign, Illumination, Signals & Sanitary Sewer

This project provided for grading the southerly section of the Oregon City Bypass and construction of the pavement structure (soil cement, CTB and AC) for the entire 4.1 mile length of the Oregon City Bypass. The structures and most of the grading had been accomplished under previous contracts.

The contract work was awarded to Mocon Corporation on 11/26/84. Work started 4/29/85 and was completed 11/19/86. $240 liquidated damages were assessed for the four calendar days used in excess of the specified 713 calendar days. The final project cost underran the original authorization of $7,495,772 by 5.8%. The $719,394 ± of nonparticipating sanitary sewer costs accomplished under this contract were paid by the Tri-City Sewer District.

A.C. gradation and compaction records were reviewed. The review indicated excellent quality and cumulatively results in a $28,000 bonus. The ride was excellent except for minor undulations in the paved section over the landfill just southeast of the Park Place Interchange. This embankment section settled up to 9' under surcharge during construction and differential settlement in the order of .2' to .4' had been experienced since project completion. A State Force Order is being prepared to provide for State Maintenance forces to spot patch ponding areas adjacent to the curb resulting from these undulations. The A.C. testing printout detailing acceptance test results, quality levels and pay factors is attached to the Division Office copy of this report.

The contractor has submitted a five part claim totaling $215,842 including 1) above optimum moisture in surcharge excavation, 2) increased roadway embankment quantities, 3) straw mulch removal to finish subgrade, 4) finish grading previously constructed subgrade, and 5) subexcavation and refinishing. The State is currently evaluating the claims. Copies of the Contractor's claim and the Project Manager's recommendations are attached to the Division Office copy of this report.

RECEIVED
HWY ENGR
OCT 15 87
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED og 10/19
W. E. SCHWARTZ

Form FHWA-1446A
(Rev. 2-84)

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

9928

August 13, 1987

CON 5 - #9928

Dirt & Aggregate Interchange, Inc.
20905 NE Sandy Blvd.
Troutdale, OR 97060

Attention: Gayle L. Pelfrey
Office Manager

Thank you for your letter of July 28, 1987, advising us that you have received payment of $3,134.15 from Mocon Corporation.

You state this was in connection with Contract No. 9928 for work on the Park Place-Clackamas Community College Section of the Cascade Highway South.

This information will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Secretary of State: Filed 12-24-86; CL 1986-0360

bbc: Bryant Jackmond FKN:cc

NOTED ON CARD
8-13-87cc

DIRT & AGGREGATE INTERCHANGE, INC.
GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

July 28, 1987

OREGON STATE HIGHWAY DIVISION
Room 121, Transportation Building
Salem, Oregon 97310

ATTENTION: Mr. Robert W. Gormsen
Commission Services

RE: Notice of Claim on Bond
O.S.H.D. Contract No. 9928
Park Place-Clackamas community College

Dear Sir:

This letter is intended to advise you that we have received payment of $3,134.15 on the above referenced work from Mocon Corporation.

We are removing our bond claim.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

Gayle L. Pelfrey

Gayle L. Pelfrey
Office Manager

cc: Mocon Corporation
P. O. Box 3258
Salem, Or. 97302

United Pacific Insurance
33405 - 8th Ave. South, C-3000
Federal Way, Wa. 98003

Roadway Constructors, Corp
3500 S.W. Bond Ave.
Portland, Oregon 97201

RECEIVED
JUL 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We are a minority owned business enterprise.

9928

August 13, 1987

CON 5 - #9928

Riedel International, Inc.
P.O. Box 3320
Portland, OR 97208-3320

Attention: Ronald G. Witcosky
President

We have received a copy of your letter dated July 29, 1987, addressed to the Secretary of State, filing a claim against the following Highway Division contract:

FILED BY:	Riedel International, Inc.
AMOUNT:	$88,309.32
FOR:	Material
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
CONTRACT NO.:	9928
PROJECT:	Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County
SURETY:	United Pacific Insurance Company

We will advise the surety and the contractor of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Bryant Jackmond

FKN:cc

NOTED ON CARD
8-13-87cc

"Imagineering a better world"

Ports O' Call

RIEDEL
INTERNATIONAL, INC.

CORPORATE OFFICE MAILING ADDRESS:
4555 N. Channel Ave. P.O. Box 3320
Portland, OR 97208-3320
Phone: (503) 285-9111 • Telex: 151372

July 29, 1987

Secretary of State Barbara Roberts
Room 143 Capitol Building
Salem, OR 97310

Re: OSHD Contract #9928

Subject: MOCON Corporation

Dear Ms. Roberts:

By this letter we are making a claim against MOCON Corporation on the above referenced job in the amount of $88,309.32.

Western Pacific Construction Materials Co., Division of Riedel International, was a supplier of asphalt and aggregate.

If you have any questions, please contact Ralph Mauro at the above address.

Very truly yours,

RIEDEL INTERNATIONAL, INC.

Ronald G. Witcosky
President

RW/JSC/cg

cc: Fran Neavoll
Commission Services
Room 121 Transportation Building
Salem, OR 97310

RECEIVED
JUL 30 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

CALIFORNIA LAUNCH SERVICES CORP.
LONGVIEW CONCRETE CO.
OMNI RUBBER PRODUCTS, INC.
PIONEER CONSTRUCTION MATERIALS CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC MARINE SERVICES CO.
WESTERN-PACIFIC PILEDRIVING CO.
WESTERN TUG & BARGE CORP.
WILLAMETTE TUG & BARGE CO.
WILLAMETTE-WESTERN CO.
WORLD SECURITY SERVICES CO.

9928

August 12, 1987

CON 5 - #9928

Roadway Constructors Corp.
P.O. Box 6589
Portland, OR 97228-6589

Attention: Larry R. Carron
President

We have received a copy of your letter dated July 29, 1987, addressed to the Secretary of State, filing a claim against the following Highway Division contract:

FILED BY:	Roadway Constructors Corp.
AMOUNT:	$53,006.60
FOR:	Labor, equipment and materials
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
CONTRACT NO.:	9928
PROJECT:	Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County
SURETY:	United Pacific Insurance Company

We will advise the surety and the contractor of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

NOTED ON CARD
8-12-87cc

bc: Bryant Jackmond

FKN:cc

ROADWAY CONSTRUCTORS CORP.
P. O. BOX 6589
PORTLAND, OR 97228-6589
(503) 286-3073

July 29, 1987

Secretary of State Barbara Roberts
Room 143 Capitol Building
Salem, OR 97310

Re: OSHD Contract #9928

Subject: MOCON Corporation

Dear Ms. Roberts:

By this letter we are making a claim against MOCON Corporation on above referenced contract in the amount of $53,006.60. Of this amount, $24,006.60 is 150 days past due with the balance of $29,000.00 being held as retention.

Roadway Constructors Corp. was a subcontractor to MOCON Corporation to provide labor, equipment and materials for asphalt paving, Bid Items #33, 35, 36, and 89.

If you have any questions, please contact the undersigned at the above address.

Very truly yours,

ROADWAY CONSTRUCTORS CORP.

Larry R. Carron
President

LRC/JSC/cg

cc: Fran Neavoll
Commission Services
Room 121 Transportation Building
Salem, OR 97310

RECEIVED
JUL 30 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9928

August 5, 1987

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

CON 5
9857
9928
10120

Attn: Bob Morrow

Re: Umatilla River-Power Line Road
Contract No. 9857 (Mike Gardner, Project Manager)
Park Place-Clackamas Community College
Contract No. 9928 (Earl Mershon, Project Manager)
Claxter Road NE-Portland Road NE
Contract No. 10120 (Lee Franklin, Project Manager)

It has been brought to my attention that you have filed claims against the Highway Division on each of the above listed projects. It has also been brought to my attention that in each of the above claims the Project Manager and other designees have attempted to review your project records related to these projects and claims.

In spite of oral and written requests for access to your records by the Engineer, you have failed to provide them. The reasons you have given my representatives is that:

a. you don't have them in your possession,
b. You are unavailable, and
c. You aren't ready for them to be reviewed.

I consider this a serious breach of contract and direct you to take immediate action to correct these failures to follow the directions of the Engineer. Should you fail to take immediate action regarding this matter, I will take whatever actions available to me to enforce compliance with the contract and/or declare you in breach.

W. E. Schwartz
Ass't. State Highway Engineer

WES:mk

cc: E. Mershon
M. Gardner
L. Franklin

bc: J. Sollis
W. Cloran
C. O. Fredrickson

jc 9228

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(8)

2. STATE PROJECT NO.

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division 7-31-87

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 7, 1987

8. FEDERAL ROUTE NUMBER FAP 78

9. STATE ROUTE NUMBER 160

10. GENERAL LOCATION:

Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK

Locate source of leak from pressure sewer line.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/7/87 as requested in Mr. Fredrickson's letter of 7/17/87 as being cost effective for the use of Clackamas Community College forces to proceed with the above work.

State Force Order No. 16 is approved to a TEC of $316.84; Federal Funds $269.

RECEIVED
STATE HWY ENGR
AUG 5 '87
REFER TO Yaxler
FOR

Orig to 8/6

14. DATE 7/31/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9 4 2 8 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(8)
2. STATE PROJECT NO.
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 71112

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUL 10'87
REFER TO
Potter
FOR

Info	Inv	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE May 19, 1987
8. FEDERAL ROUTE NUMBER FAP 78
9. STATE ROUTE NUMBER 160

10. GENERAL LOCATION:
Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK
Install an additional loop detector

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/19/87 as requested in Mr. Fredrickson's letter of 6/24/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 15 is approved to a TEC of $500; Federal Funds $461.

14. DATE 7/8/87
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

9928

July 6, 1987

CON 5 - 9940, 9887, & 9928

Gleaves, Swearingen, Larsen & Potter
Law Offices
P.O. Box 1147
Eugene, OR 97440

Attention: Frederick A. Batson

As requested in your letters of June 10, we are supplying information concerning the following contracts:

Contract No. 9940 - Irrigon Junction Interchange Project, Morrow County. Contract has not been completed or accepted. Our Field Office advises that there is still some necessary paperwork to be completed. The contract was executed by the State Highway Engineer on January 17, 1985.

Contract No. 9887 - Stafford Road Interchange and Wilsonville Interchange Project, Washington and Clackamas Counties. Contract was completed on November 12, 1986, and accepted by the State Highway Division on January 29, 1987. The contract was executed by the State Highway Engineer on September 25, 1984.

Contract No. 9928 - Park Place-Clackamas Community College Project, Clackamas County, has not been completed or accepted. The contract was executed by the State Highway Engineer on December 5, 1984. Our Field Office advises that there is a plant establishment period so it will be Fall before the contract is finalized.

If we can be of any further help, please let us know.

Fran Neavoll
COMMISSION SERVICES

LAW OFFICES
GLEAVES SWEARINGEN LARSEN & POTTER

VERNON D. GLEAVES
ARLEN C. SWEARINGEN
ERIC L. LARSEN
STANDLEE G. POTTER
JOHN F. RODDA
MICHAEL E. FARTHING
MELVIN J. BECK
STEPHEN O. LANE
WILLIAM S. WILEY
WILLIAM H. MARTIN

MARTHA J. RODMAN
JON V. BUERSTATTE
FREDERICK A. BATSON
JOSEPH W. WEST
GREGORY E. PRICE
JENNIFER L. COOK

OF COUNSEL
RONALD W. HUSK

975 OAK STREET, EIGHTH FLOOR
EUGENE, OREGON 97401
TELEPHONE
(503) 686-8833
CORRESPONDENCE
P.O. BOX 1147
EUGENE, OREGON 97440
TELECOPIER
(503) 342-3638

LAWRENCE T. HARRIS (1873-1960)
EDWARD A. BUTLER (1905-1981)

June 10, 1987

Commission Services
Attn: Fran Neavoll
Department of Transportation
Transportation Building
Salem, OR 97310

Re: ODOT Contract No. "CON 5-9887" and
ODOT Contract "CON 5-9928"

Commission Services:

This firm has been retained to represent Farwest Steel Corporation in connection with bond claims on the above-referenced contracts. Enclosed for your reference are copies of your receipt of Farwest's notice of claim on each of the bond projects.

In connection with both of the projects, it is vital we know the date on which the prime contract was executed by the State and whether that project has been accepted by the State, and if so, on what date. If you have this information available to you, we would appreciate it if you could give us a written response specifying the date the prime contract was executed by the State; whether the project has been accepted by the State, and if so on what date. If you do not have the information, could you please call and nofify us who to be contacting at the Department of Transportation.

Thank you for your cooperation.

Sincerely,

Frederick A. Batson

FAB:smm

cc: Client

9887
all completed
9928 has plant establishment period - Bruce says it will be Sept or after

RECEIVED
JUN 11 1987
COMMISSION
DEPARTMENT OF TRANSPO

992

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: 06-04-87

CONTRACT NO.: 9928

F A. PROJECT NO.: IX - 74(8)

DATE OF AWARD: November 26, 1984

FIRST NOTIFICATION DATE: April 29, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: November 19, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: June 15, 1987

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

PROJECT NAME (SECTION): Park Place - Clackamas Community College

HIGHWAY: Cascade South

COUNTY: Clackamas

CONTRACTOR: Mocon Corporation

KIND OF WORK: Grade, Pave, Sign, Illum., Signals, San. Sewer

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 7,495,722.48

ESTIMATED PROJECT COST $ 7,058,089.06

ESTIMATED PERCENT ~~OVERRU~~N/UNDERRUN 5.8 %

ENGINEERING

AUTHORIZATION $ 533,032.71

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 533,032.69

PERCENT OF AUTHORIZATION 99 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	07/15/86	590	590.0	100	yes
B	11/15/86	719	717.0	100	no
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	187,311 CY	124,000 TN	50,000 TN			
EST. CORRECTED QUANTITIES	177,217 CY	128,756 TN	55,375 TN			
EST. PERFORMED TO DATE	177,217 CY	128,756 TN	55,375 TN			
PERCENT PERFORMED TO DATE	100	100	100	0	0	0

ACTIVITIES THIS WEEK:

No contractor activity May 28 thru June 4, 1987.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Punch list items.
Semi-final

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

The project was opened to vehicular traffic for on Nov. 6, 1986 12:00 pm.
Contract time charges were stopped Nov. 19, 1986.
Liquidated damages assessed for 4 days.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Earl Mershon
Earl Mershon

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

9428

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 27, 1987

8. FEDERAL ROUTE NUMBER FAP 78

9. STATE ROUTE NUMBER 160

10. GENERAL LOCATION:
Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK
Adjust location of two signal heads and one sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/27/87 as requested in Mr. Fredrickson's letter of 5/14/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 14 Revised is approved to a TEC of $446; Federal Funds $379.

RECEIVED
STATE HWY ENGR
JUN 2'87
REFER TO
Petter
FOR

Info	Ioves	R/D	D/R	Sign	Act	File

14. DATE 6/1/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9928

May 29, 1987

CON 5 - #9928

Sam Melsheimer
2411 SE Lake Road #2
Milwaukie, OR 97222

We have received copies of your letters dated April 23 and May 1, 1987, addressed to the Secretary of State filing a claim against the following Highway Division contract:

FILED BY: Sam Melsheimer

AMOUNT: $402.74

AMENDED AMOUNT: $1,032.74

FOR: Wages, materials and equipment

AGAINST (PRIME CONTRACTOR): Mocon Corporation

SUBCONTRACTOR: Gaynetco, Inc.

CONTRACT NO.: 9928

PROJECT: Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County

SURETY: United Pacific Insurance Company

AGENT: Fred S. James & Co. of Oregon

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

Fred S. James & Co. of Oregon
1605 Liberty Street SE
Salem, OR 97302

bc: Bryant Jackmond

NOTED ON CARD
5-29-87
gzm

April 23, 1987

Secretary of State
State of Oregon
Salem Or 97310

NOTICE OF CLAIM

To: Secretary of State

Notice is herby by given that the undersigned, Sam Melsheimer has a claim for wages, materials and equipment in the amount of $402.74 against the bond of MOCON Corporation issued by United Pacific Insurance, 33405 8th Ave South 6-3000 Federal Way WA 98003 for work performed on Oregon Department of Transportation contract 9928 (Park Place). Such labor and material was supplied to Gaynetco, Inc.

Sam Melsheimer
2411 S.E. Lake Rd. #2
Milwaukie, OR 97222

CC: Gaynetco, Inc
16675 SE Bush
Portland, OR 97236

MOCON Corporation
PO Box 3258
Salem, OR 97302

United Pacific Insurance
33405 8th Ave South 6-3000
Federal Way, WA 98003

Commission Services
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

RECEIVED
APR 24 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

May 1, 1987

Secretary of State
State of Oregon
Salem Or 97310

NOTICE OF CLAIM (amended *)

To: Secretary of State

Notice is hereby by given that the undersigned, Sam Melsheimer has a claim for wages, materials and equipment in the amount of $1,032.74* against the bond of MOCON Corporation issued by United Pacific Insurance, 33405 8th Ave South 6-3000 Federal Way WA 98003 for work performed on Oregon Department of Transportation contract 9928 (Park Place). Such labor and material was supplied to Gaynetco, Inc.

Sam Melsheimer
2411 S.E. Lake Rd. #2
Milwaukie, OR 97222

CC: Gaynetco, Inc
16675 SE Bush
Portland, OR 97236

MOCON Corporation (registered)
PO Box 3258
Salem, OR 97302

United Pacific Insurance
33405 8th Ave South 6-3000
Federal Way, WA 98003

✓ Commission Services
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

RECEIVED
MAY 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9928

May 29, 1987

CON 5 - #9928

Barricade Brokers Inc.
P. O. Box 06490
Portland, OR 97206

Attention: Rene' Marx
Secretary-Treasurer

Thank you for your letter of March 30, 1987, advising us that you have received $4,687.75 in connection with a claim filed against Mocon Corporation.

You state this is in reference to their Contract No. 9928 for work on the Park Place-Clackamas Community College Section of Cascade Highway South in Clackamas County.

This information will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Secretary of State

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
5-29-87
azm

Barricade Brokers Inc.
Your Barricade Specialist Sales • Rentals
P.O. Box 06490 • Portland, Oregon 97206
777-6335

March 30, 1987

Secretary Of State
State of Oregon
143 Capital Building
Salem, Oregon 97310

Subject: Oregon Dept. of Transportation Contract #9928
Park Place - Clackamas Community College Section Project

Dear Secretary Of State,

Barricade Brokers Inc. hereby serves notice that the bond claim our firm filed on January 30, 1987 in the amount of $4,687.75 on the above named project HAS BEEN satisfied.

Please feel free to contact me if you need any further information.

Sincerely,

Rene' Marx
Rene' Marx,
Secretary-Treasurer

CC: O.D.O.T. Fran Neavoll, Commission Services
Mocon Corporation, Robert Morrow
Gaynetco, Inc.
United Pacific Insurance Company, Agent - Fred S. James & Co. of Oregon

RECEIVED
APR 08 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4928

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-78(8)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
71112

6. TO

5-22-87

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAY 29 '87
REFER TO
FOR
Info

7. DATE AUTHORIZATION EFFECTIVE
March 25, 1987

8. FEDERAL ROUTE NUMBER
FAP 78

9. STATE ROUTE NUMBER
160

10. GENERAL LOCATION:
Park Place Community College

11. GENERAL DESCRIPTION OF WORK
Adjust pavement surface

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 3/25/87 as requested in Mr. Fredrickson's letter of 5/5/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 13 is approved to a TEC of $3,000; Federal Funds $2,550.

14. DATE
5/22/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9 1 28

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-78(8)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
71112

2A. COUNTY NAME
Clackamas

6. TO

7-17-87

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
January 20, 1987

8. FEDERAL ROUTE NUMBER
FAP 78

9. STATE ROUTE NUMBER
160

10. GENERAL LOCATION:
Park Place Clackamas Community College

11. GENERAL DESCRIPTION OF WORK
Additional signing work

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 1/20/87 as requested in Mr. Fredrickson's letter of 4/8/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 11 is approved to a TEC of $790; Federal Funds $671.

RECEIVED
STATE HWY ENGR
APR 21'87
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
4/17/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

9928

February 27, 1987

CON 5 - 9928

Columbia Concrete Sawing Company
5462 SW Philomath Blvd.
Corvallis, OR 97333

Attention: Jan Duncan
President

We have received a copy of your claim letter dated January 9, 1987, addressed to the Secretary of State, filed against the following Highway Division contract:

FILED BY:	Columbia Concrete Sawing Co.
AMOUNT:	$11,108.59
FOR:	Installing traffic signal detectors
AGAINST (PRIME CONTRACTOR)	Mocon Corporation
SUBCONTRACTOR:	Mid Continent Industrial Services
CONTRACT NO:	9928
PROJECT:	Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County.
SURETY:	United Pacific Insurance Co.
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the prime contractor of the receipt of this claim.

Please advise this office when your claim has been paid. Our address is 121 Transportation Building, Salem, OR 97310.

Fran Neavoll
COMMISSION SERVICES

FKN;slp

cc: United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

bbc: Bryant Jackmond

COLUMBIA CONCRETE SAWING CO.
5462 SW PHILOMATH BLVD
CORVALLIS, OR 97333

CONCRETE AND ASPHALT SAWING / CORE DRILLING / WALL SAWING / CONCRETE GROOVING, GRINDING AND DEMOLITION

758-5069

January 9, 1987

The Honorable Barbara Roberts
The Secretary of State of Oregon
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Reference: O.S.H.D. 9928; Park Place/Clackamas Community College

Dear Madam,

As per your instructions, I am filing this claim with your office regarding O.S.H.D. contract 9928. My firm did the installation of the traffic signal detectors for Mid Continent Industrial Services. The general contractor was Mocon of Salem, Oregon.

Our original subcontract was for $15,600. During the course of the job extra work was added amounting to $2346.48. We have received one payment on the contract for $6837.89, leaving a balance of $11,108.59. Our last day on the job was October 11, 1986 and the claim consists of approximately one third materials and two thirds labor. To our knowledge there is no problem with the billing and all the invoices have been approved by Mid Continent Industrial Services' job supervisor, Bob Roofner. Wade, from Mocon is aware of the unpaid balance and has been attempting to contact Mid Continent Industrial Services. To this date his attempts have been unsuccessful due to a total lack of response from Mid Continent Industrial Services.

Thank you for your assistance and if you need further information, please contact me at 758-5069.

Respectfully,

Jan Duncan
President
Columbia Concrete Sawing Company

RECEIVED
JAN - 9 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIG. hand delivered
TO Sec. of STATE

9928

January 29, 1987

CON 5 - #9928

Barricade Brokers Inc.
P.O. Box 06490
Portland, OR 97206

Attention: Al Nichols

We have received your claim letter dated January 12, 1987, filed against the following Highway Division contract:

FILED BY:	Barricade Brokers Inc.
AMOUNT:	$4,687.75
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
CONTRACT NO.:	9928
PROJECT:	Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James & Co. of Oregon

Under Oregon law, you will need to file this claim direct with the Secretary of State. Their address is 143 Capitol Building, Salem, OR 97310. We will advise the surety and the contractor of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
33405 8th Avenue S., C-3000
Federal Way, WA 98003

NOTED ON CARD
1-29-87cc

bc: Bryant Jackmond

FKN:cc

State of Oregon
Department of Transportation
Robert Gormsen Rm 121
Transportation Bldg.
Salem, Ore. 97310

January 12 1986

Dear Mr. Gormsen,

Barricade Brokers Inc. hereby files formal notice of claim against the bond in regards to Oregon Department of Transportation contract #9928,also known as the Park Place - Clackamas Community College Sec. project.

This claim includes various labor and materials supplied to this project for Item #s 112 thru 117 in the amount of $4687.75.

Please feel free to contact me if you need any information regarding invoicing , quantities, etc.

Sincerely,

Al Nichols

Al Nichols

cc: Mocon Corporation
Gaynetco Inc.
O.D.O.T. - Earl Mershon,Project Manager

Barricade Brokers Inc.
P.O. Box 06490
Portland, OR 97206

RECEIVED
JAN 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4 1 2 8

jc

N

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(8)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

2A. COUNTY NAME Clackamas

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 12, 1986

8. FEDERAL ROUTE NUMBER FAP 78

9. STATE ROUTE NUMBER 160

10. GENERAL LOCATION:
Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK
Permanent Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/12/86 as requested in Mr. Fredrickson's letter of 12/8/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 10 is approved to a TEC of $600; Federal Funds $510.

RECEIVED
STATE HWY ENGR
JAN 14 '87
REFER TO Potter
FOR

Info.	Invc.	R/D	D/R	Sign	Act	File

Orig. to
1/15

14. DATE 1/13/87

15. SIGNATURE OF APPROVING OFFICIAL G. K Dossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9428

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 28, 1986

8. FEDERAL ROUTE NUMBER FAP 78

9. STATE ROUTE NUMBER 160

10. GENERAL LOCATION:
Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK
Temporary Signing and Traffic Control

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/28/86 as requested in Mr. Fredrickson's letter of 12/8/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $2,000; Federal Funds $1,700.

RECEIVED
STATE HWY ENGR
JAN 14 '87
REFER TO Potter
FOR

Info	Inv.	R/D	D/R	Sign	Act	File

Orig. to
1/15

14. DATE 1/13/87

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CL 1986-0360

9928

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 23, 1986

IN REPLY REFER TO
FILE NO.:

CON 5 - 9928

FILED
DEC 24 1986
BARBARA ROBERTS
SECRETARY OF STATE

Dirt & Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

Attention: Baltazar F. Ortiz
Vice President

We have received your Notice of Claim dated December 4, 1986, against the following Highway Division contract:

FILED BY:	Dirt & Aggregate Interchange, Inc.
AMOUNT:	$3,134.15
FOR:	Labor and equipment
AGAINST (PRIME CONTRACTOR)	Mocon Corporation
SUBCONTRACTOR:	Roadway Constructors Corporation
CONTRACT NO:	9928
PROJECT:	Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County
SURETY:	United Pacific Insurance Co.
AGENT:	Fred S. James & Company

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
DEC 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Fran Neavoll
COMMISSION SERVICES

NOTED ON CARD
12-31-86cc

cc: United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible]

DIRT & AGGREGATE INTERCHANGE, INC.
GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

December 4, 1986

NOTICE OF CLAIM UNDER ORS CHAPTER 279

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

OREGON STATE HIGHWAY DIVISION
Room 121, Transportation Building
Salem, Oregon 97310

MOCON CORPORATION
P. O. Box 3258
Salem, Oregon 97302

UNITED PACIFIC INSURANCE
33405 - 8th Ave. South, C-3000
Federal Way, Wa. 98003

RE: NOTICE OF CLAIM AGAINST ORS CHAPTER 279 BOND
Agency: Oregon State Highway Department
Contract No.: 9928, Park Place - Clackamas Community College
Section of Cascade Highway South
Contractor: Mocon Corporation
Surety: United Pacific Ins.; Bond No. U 50 45 43

Gentlemen:

Pursuant to ORS Chapter 279, notice is hereby given that the undersigned Dirt & Aggregate Interchange, Inc. has a claim for unpaid labor and equipment provided for the asphalt pavement grinding in the sum of $3,134.15 against the bond taken from Mocon Corporation, as principal, and United Pacific Insurance, as surety, for the work on the Park Place - Clackamas Community College section of the Cascade Highway South for the Oregon State Highway Division.

This work was performed under the direction of Mocon Corporation's subcontractor, Roadway Constructors Corporation.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

Baltazar F. Ortiz
Vice President

cc: Roadway Constructors, Corp.
3500 S.W. Bond Ave.
Portland, Oregon 97201

RECEIVED
DEC 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We are a minority owned business enterprise.

Copied
Com [illegible]

DATE: November 20, 1986

TO: Oregon Transportation Commission

TRA

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Revision of Oregon Route 213

The opening of the new section of the Cascade Highway South (Oregon City Bypass) requires revision of Oregon Route 213 in order to officially route it over the new roadway. The following is the proposed route description with the new wording highlighted.

ORE213

Over the Cascade Highway North from the beginning of the highway near the Portland International Airport, southerly via 82nd Avenue to its junction with the Clackamas Highway (ORE224) near Milwaukie; thence southerly over the Clackamas Highway (common with ORE224) to its junction with the East Portland Freeway, I-205 near Johnson city;

Thence southerly over the East Portland Freeway (common with I-205 and common with ORE224 to its junction with the Clackamas Highway) **to its junction with the Cascade Highway South Near Park Place;** thence southerly over the Cascade Highway South via Mulino, Liberal, and Marquam to its junction with the Hillsboro-Silverton Highway in Silverton;

Thence southerly over the Hillsboro-Silverton Highway (common with ORE214) to Main Street in Silverton; thence westerly via Main Street and McClaine Street in Silverton, the Salem-Silverton county road and Silverton Road to its junction with Portland Road in Salem; thence southerly via Fairgrounds Road and the Capitol Street-Summer Street Couplet to its junction with the North Santiam Highway (ORE22) at the Marion Street/Center Street Couplet.

I recommend adoption of this new route description. This item will be on the consent calendar for the December 18, 1986 Commission Meeting.

cc Fred D. Miller
Fran Neavoll
L. E. George
Jack L. Sollis
George Bell

GPM:dpy sl

CL 1986-0328
9928

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 14, 1986

IN REPLY REFER TO
FILE NO.:

CON 5 - 9928

FILED
NOV 18 1986
BARBARA ROBERTS
SECRETARY OF STATE

Farwest Steel Corporation
P. O. Box 889
2000 Henderson Avenue
Eugene, OR 97403

Attention: C. W. Cooley
Treasurer

We have received your Notice of Claim dated November 10, 1986, with attached invoice, against the following Highway Division contract:

FILED BY:	Farwest Steel Corporation
AMOUNT:	$28,140.21 includes service charges through October 31, 1986.
FOR:	Structural steel
AGAINST (PRIME CONTRACTOR)	Mocon Corporation
SUBCONTRACTOR:	Ron Platt Manufacturing
CONTRACT NO:	9928
PROJECT:	Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County.
SURETY:	United Pacific Insurance Co.

We will advise the surety and the contractor of the receipt of this claim. We note you have filed the claim with the Secretary of State.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

RECEIVED
NOV 19 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

NOTED ON CARD

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

[illegible]

FARWEST STEEL
Corporation

November 10, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Secretary of State
Barbara Roberts
State Capital Building Room 141
Salem, Oregon 97310-0722

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Steel Corporation has a claim for Structural Steel in the sum of Twenty Eight Thousand One Hundred Forty and 21/100 Dollars ($28,140.21) [$24,019.97 in materials and $4,120.24 in service charges through 10/31/86. Service charges continue to accrue at $11.85 per diem until material invoices are paid.] against the bond taken from Mocon Corporation as principal, and United Pacific Insurance Company as surety or sureties for the work of the Oregon State Department of Transportation, Contract No. 9928, Park Place - Clackamas Community College, Clackamas County, Oregon.

Dated this 10th day of November, 1986.

Farwest Steel Corporation

C.W. Cooley
C.W. Cooley
Treasurer

CWC/slh

COPY

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST STEEL
Corporation

November 10, 1986

NOTICE OF CLAIM

(OREGON PUBLIC WORKS)

TO: Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN That the undersigned, Farwest Steel Corporation has a claim for Structural Steel in the sum of Twenty Eight Thousand One Hundred Forty and 21/100 Dollars ($28,140.21) [$24,019.97 in materials and $4,120.24 in service charges through 10/31/86. Service charges continue to accrue at $11.85 per diem until material invoices are paid.] against the bond taken from Mocon Corporation as principal, and United Pacific Insurance Company as surety or sureties for the work of the Oregon State Department of Transportation, Contract No. 9928, Park Place - Clackamas Community College, Clackamas County, Oregon.

Dated this 10th day of November, 1986.

Farwest Steel Corporation

C. W. Cooley
C. W. Cooley
Treasurer

CWC/slh

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

JAN 1, 1986 TO [illegible] 31, 1986

PLATT MFG.; RON 71027
200 S.E. BRIDGEFORD BLVD.
BEND OR 97702 6/80 AR-01 IN-

RECEIVED
NOV 19 1986
COMMISSION SERVICES
OF TRANSPORTATION

JOB 0018 ODOT 9928 PARK PL-CLACKAMAS COMM.CO

DBE 0/00 DACM 0/00 FIN STMT 0/00 BANK STRGH TERMS
CREDIT GUIDE HIGH BAL THIS YEAR 204,674

85-042319	8/19/85	INVOICE	073188	1,923.04		1,925.04	285
85-042825	8/21/85	INVOICE	073158	9,518.95		9,518.95	283
85-042829	8/21/85	INVOICE	073171	2,760.30		2,760.30	283
85-045387	9/04/85	INVOICE	073150	920.47		920.47	269
85-052933	10/10/85	SVC CHARGE	S09265	71.90		71.90	233
85-055305	10/22/85	INVOICE	102413	260.38		260.38	221
85-058481	11/06/85	INVOICE	110307	1,332.03		1,332.05	206
85-060412	11/14/85	SVC CHARGE	S10268	226.45		226.45	198
85-065883	12/17/85	SVC CHARGE	S11289	224.67		224.67	165
86-002092	1/14/86	SVC CHARGE	S12305	248.84		248.84	137
86-004777	1/29/86	INVOICE	013007	186.38		186.38	122
86-005318	1/31/86	INVOICE	012467	1,514.88		1,514.88	120
86-006823	2/10/86	INVOICE	020584			.00	0
86-007089	2/11/86	INVOICE	011676	1,335.42			
011657	3/07/86	CR MEMO	030690		236.91-	1,098.51	109
86-007090	2/11/86	INVOICE	011677	3,530.65		3,530.65	109
86-007091	2/11/86	INVOICE	012458	737.47		737.47	109
86-008473	2/18/86	SVC CHARGE	S01282	255.44		255.44	102
6-010817	2/28/86	INVOICE	022570	236.51		236.91	92
6-012698	3/12/86	SVC CHARGE	S02262	230.72		230.72	80
6-018444	4/10/86	SVC CHARGE	S03279	327.50		327.50	51
6-025177	5/14/86	SVC CHARGE	S04279	355.32		355.32	17
86-030258	6/09/86	SVC CHARGE		367.04		367.04	
UNE THROUGH OCTOBER		SVC CHARGES		1,812.36		1,812.36	
			10-31-86 BALANCE			28,140.21	

FARWEST STEEL
Corporation

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

STATE OF OREGON)
) ss.
LANE COUNTY)

TO: Mocon Corporation
Post Office Box 3258
Salem, Oregon 97302

YOU ARE HEREBY NOTIFIED That the undersigned, Farwest Steel Corporation has a claim in the sum of Twenty Eight Thousand One Hundred Forty and 21/100 Dollars ($28,140.21) [$24,019.97 in materials and $4,120.24 in service charges through 10/31/86. Service charges continue to accrue at $11.85 per diem until material invoices are paid.], due against the bond taken from Mocon Corporation, as principal and United Pacific Insurance Company as surety, for the work or labor and materials performed or furnished by us on the Oregon State Department of Transportation Contract No. 9928.

YOU ARE HEREBY NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following: Structural Steel

That the labor and/or materials above-described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public boy above-described, to wit:
Oregon Department of Transportation
Contract No. 9928
Park Place - Clackamas Community College
Clackamas, County, Oregon

That said materials and/or labor were furnished to and received by Ron Platt Mfg. with the authority to receive the same and that a claim for payment therefore is hereby asserted against you.

That the last performance of labor and/or furnishing of materials by the undersigned was on the 25th day of February, 1986, which labor was performed and/or materials were furnished as follows: Structural Steel

You are notified and notice is sent pursuant to and in complience with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above-claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 10th day of November, 1986.

RECEIVED
NOV 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Farwest Steel Corporation

C. W. Cooley, Treasurer

COPY

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

[illegible]

November 5, 1986

CON 5 - 9928

R.C. Schaefer Sr. & Partners
3150 N. Halleck Street
Portland, OR 97217

Thank you for your letter of October 28, 1986, canceling your claim against Roadway Constructors Corp.

This appears to be in reference to Contract No. 9928 with Mocon Corporation for work on the Park Place-Clackamas Community College Section of Cascade Highway South in Clackamas County.

The claim was dated September 23, 1986, for hauling asphalt in the amount of $5,733.

This information will be noted in our records, and we will advise the surety and the contractor.

Fran Neavoll
COMMISSION SERVICES

slp
cc: United Pacific Insurance Co.
Bond Department
33405 Eighth Ave. So. C-3000
Federal Way, WA 98003

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

bc: Secretary of State: Filed 10-8-86; CL 1986-0299

bbc: Bryant Jackmond

NOTED ON CARD
11-5-86

R.C. Schaefer Sr. & Partners
3150 N. Halleck Street
Portland, Oregon 97217

Dept. of Highway Transportation
Commission Service
121 Transportation Bldg.
Salem, Oregon 97310

October 28, 1986

Dear Fran,

This letter is to follow up on our telephone conversation. I would like to cancel the lien we have against Roadway Construction Co. They have brought their account up to date.
Thank you for your concern in this matter.

Sincerely,
Sue Schaefer
R.C. Schaefer Sr. & Partners

RECEIVED
OCT 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9928

November 3, 1986

CON 5 - 9928

Strasburg, Levy & Spitzer, P.S.
Attorneys at Law
1001 Fourth Avenue Plaza,
Suite 3939
Seattle, WA 98154

Attention: Michelle Moodie

Thank you for your Release of Claim of Lien dated October 7, 1986, on behalf of Platt Electric Supply, Inc. for materials supplied to Mocon Corporation on Contract No. 9928 for work on the Park Place-Clackamas Community College Section of Cascade Highway South in Clackamas County.

This Release appears to be in reference to a claim dated June 11, 1986, in the amount of $7,035.02.

This information will be noted in our records, and we will advise the surety and the contractor.

As requested, we are returning the Release with our stamped received date.

Fran Neavoll
COMMISSION SERVICES

slp
Attachment
cc: United Pacific Insurance Co.
Bond Department
33405 Eighth Ave. So. C-3000
Federal Way, WA 98003

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

NOTED ON CARD
11-3-86 slp

bc: Secretary of State: Filed 7-17-86; CL 1986-0253

bbc: Bryant Jackmond

STRASBURG, LEVY & SPITZER, P.S.
ATTORNEYS AT LAW
1001 FOURTH AVENUE PLAZA, SUITE 3939
SEATTLE, WASHINGTON 98154

SANFORD R. LEVY
ROBERT B. SPITZER
MARV STRASBURG

MERLE D. COHN, P.S.
OF COUNSEL

(206) 624-6131

October 7, 1986

Our File No. 11.001701

Department of Transportation
121 Transportation Building
Salem, OR 97302

RE: Release of Claim of Lien for Materials Supplied by Platt Electric Supply, Inc. for the Contract #9928 Park Place Clackamas Community College, as requested by Mid-Century Insurance Company.

To Whom It May Concern:

Enclosed you will find an original and one copy of our Release of Claim of Lien in reference to the above project(s). Please acknowledge your receipt of the documents and return the stamped copy to our office in the enclosed envelope.

Very truly yours,

Michelle Moodie

Michelle Moodie
Credit Services Manager

Enclosures

cc: Platt Electric Supply, Inc.
United Pacific Insurance Co.
MOCON Corporation

RECEIVED
OCT 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE OF CLAIM OF LIEN

TO: Oregon State Highway Division
3700 SE 92nd
Portland, WA 97266

For valuable consideration received, Platt Electric Supply, Inc. does hereby release the bond taken from Mocon Corporation, as principal, and United Pacific Insurance Company as its surety, bond no. U-507543 from any and all claims it has or may have for materials requested by Mid-Century Industrial Services for the Park Place Clackamas Community College, Clackamas County, Oregon City, OR; OSHD Contract #9928.

Platt Electric Supply, Inc.

Sandy Levy
By Sanford Levy, Its Attorney

STRASBURG, LEVY & SPITZER, P.S.
1001 Fourth Avenue Plaza,
Suite 3939
Seattle, Washington 98154
(206) 624-6131

Michelle D. Moodie
NOTARY PUBLIC in and for the State of
Washington, residing at Bellevue.
Dated this 7th day of October, 1986.

RECEIVED
OCT 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

November 3, 1986

CON 5 - 9928

Mid Continent Industrial Services
4506 Marion S.E.
P. O. Box 889
Albany, OR 97321

Attention: Dolores M. Grell
Secretary

Thank you for your letter of October 27, 1986, releasing your claim against Mocon Corporation on Contract No. 9928 for work on the Park Place-Clackamas Community College Section of Cascade Highway South in Clackamas County.

This information will be noted in our records, and we will advise the surety and the contractor.

Fran Neavoll
COMMISSION SERVICES

slp
cc: United Pacific Insurance Co.
Bond Department
33405 Eighth Ave. So. C-3000
Federal Way, WA 98003

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

NOTED ON CARD
11-3-86 slp

bc: Secretary of State: Filed 6-3-86; CL 1986-0224

bbc: Bryant Jackmond

mcis
mid continent
industrial services

October 27, 1986

Mr. Robert Gormsen
Commission Services
Room 121, Transportation Building
Salem, OR 97301

Subject: Contract #9928 Park Place - Clackamas Comm. Collage
Mocon Corporation

Dear Mr. Gormsen:

Mid Continent Industrial Services, Inc. as a subcontractor to Mocon Corporation for the subject project had placed a claim on the project for past due invoices from Mocon.

Please release that claim at this time.

Very truly yours,

MID CONTINENT INDUSTRIAL SERVICES INC.

Dolores M. Grell

Dolores M. Grell
Secretary
l

cc: Mocon
United Pacific Insurance

RECEIVED
OCT 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4505 Marion S.E.••P.O. Box 889••Albany, OR 97321••(503) 926-8641

HIGHWAY DIVISION PRO

W. H. Wakerlig
Program Unit Engineer

October 24, 1986

David F. Hirte
Statistics Analyst

Oregon City By-Pass

The Oregon City By-Pass as we see it in its finished state, was a combination of five separate sections starting in July 1982 and finishing in November 1986. The total construction cost is about $19.4 million; the total completed cost will be about $27 million. This include $1.4 million for preliminary engineering and $6.2 million for right-of-way acquisition. The $4.1 mile by-pass was done in five sections, as mentioned previously, with an average of eight bidders for each of the five contracts.

The five projects are Redland Road - Beaver Creek Road Section, which involved the grading for the main portion of the 2.06 miles through the canyon from Redland Road to the Beaver Creek Road; Beaver Creek Road Section which involved the grading and paving of the interchange at Beaver Creek Road; Park Place - Newell Creek Section structures which involved the structure at Abernethy Creek and Redland Road. The Park Place - Newell Creek Section which involved grading for that section, and the final project of this portion was the Park Place - Clackamas Community College Section which involved the grading,

FRED MILLER

paving, signing, illumination, signals, and sanitary sewer for the whole project.

Numerous slides, including six major ones, plagued the Redland Road - Beaver Creek Section through its two winter terms. Delays were experienced from these slides which were caused by retained moisture as verified by our soil and geological people. Protecting the Newell and Abernethy Creeks from contamination of the mud slides and debris and other erosion materials, cost about $200,000 throughout the two winter seasons. It is estimated that the slides and erosion problems delayed the construction of the entire by-pass by about one construction seasons, which equates to one total year.

This was a good joint effort between the State, Clackamas County, Oregon City, and the City of Molalla, including the City of Molalla Chamber of Commerce.

The new by-pass is expected to have 13,800 vehicles per day and will reduce the initial traffic through Oregon City from 30 to 40 percent.

DFH:me

County and Highway	Project and Kind of Work	Project Class	Date of Award	Contract Authori-zation	Present Estimate of Cost	% Com-plete	Con-tract	Prefix	Completed
CLACKAMAS COUNTY - Continued									
Cascade N. & Sunnyside	Clackamas Town Center Signals, Sigs.	FAIX	10-12-82	101,178	101,200	100	9545	3-1045	5-10-83
Cascade N.	Cascade Hwy. N. @ Johnson Cr. Blvd., Traf. Sig.	HES	4-2-84	60,868	60,900	100	9771	3-1063	10-12-84
Cascade N.	SE 82nd Ave. @ SE Causey Rd., Traf. Sig. Instal.	State	6-21-84	40,104	40,100	100	9822	3-1154	10-30-84
Cascade S.	Cascade Hwy. S. @ Warner/Milne Rd. (Ore. City), 0.19 G-P-Sigs.	HES	12-23-80	198,629	198,600	100	9233	103-1018	8-6-81
Cascade S.	Redland Rd.-Beaver Cr. Rd., 2.06 Grading	FAIX	Started 7-10-82	5,459,561	5,459,600	98	9506	103-1040	
Cascade S. 9	Beaver Cr. Rd., G-P Grading & Paving	FAIX	9-29-82	1,232,714	1,232,700	100	9547	103-1046	8-13-84
Cascade S.	Park Pl.-Newell Cr., Strs. Structures	FAIX	2-2-83	1,955,962	1,956,000	100	9592	103-1048	1-17-84
Cascade S.	Park Place-Newell Cr. Grading	FAIX	9-29-83	2,470,812	2,470,800	85	9717	103-1060	
Cascade S.	Park Place-Clackamas Community College, 4.06 G-P-Sign-Illum-Sig-San Sewer Paving	FAIX	11-26-84	7,495,772 ~~18,644,899~~ total cost 19.2 Million	7,495,800	8	9928	103-1074	11-15-~~[illegible]~~86 Finished ?
Woodburn-Estacada	Leroy St.-S.P.T.C. Xing Xing (Molalla), 0.44 Oil, Bkwy.	81 State	11-25-80	37,728	37,700	100	9217	803-1150	1-19-81
Clackamas & Woodburn-Estacada	Dist 2C Paving Proj., 28.5 Paving	State	3-19-85	552,771	552,800	0	9976	103-1556	
Timberline Road	Jct. Mt. Hood Hwy.-Timberlne Lodge, P	85 State	5-14-85	89,825	89,825	0	10038	103-1557	
Clackamas	Clackamas Hwy. @ S.E. River Rd. (Milwaukie), Sigs.	HES	9-4-81	56,557	56,600	100	9243	3-1019	8-31-81
Clackamas	River Road-E. Ptld. Fwy., 3.88 P	85 State	5-14-85	584,141	584,141	95	10039	103-1055	
Clackamas	E. Portland Frwy.-S.E. 122nd Ave., G-P-Str.	FAIX	9-1-82	2,420,126	2,420,100	100	9534	103-1044	12-6-83
Clackamas	SE 122nd Ave.-Rock Cr. Jct., 2.08 G-P-Str.-Landscape Bldg.	FAIX	5-4-84	3,031,297	3,031,300	54	9793	103-1065	
Clackamas-Boring	Clackamas-Boring Hwy. @ S.E. Foster Rd. (Damascus), 0.15 G-P-Sigs.	HES	4-3-81	198,282	198,300	100	9260	103-1022	11-2-81
Portland Ave. (FAU 9647)	Portland Ave. @ Abernethy Ave. (Gladstone) 0.88 G-P	FAIX	6-5-84	86,409	86,400	100	9811	303-1067	8-14-84
Webster Rd. (FAUS 9659)	Clackamas Rd.-Oatfield Rd.	FAIX	8-18-82	669,719	669,700	100	9522	303-1041	7-21-83

STATE OF OREGON **INTEROFFICE MEMO**

TO: FRED MILLER
Director

DATE: October 23, 1986

FROM: MARY VOLM
Region 1 Public Affairs

SUBJECT: NOTES ON THE OREGON CITY BYPASS

The Oregon City Bypass does just that, it bypasses Oregon City streets and connects east Clackamas County, the Molalla hill area, Clackamas Community College and the red soils area of Oregon City to I-205 directly, taking traffic off of city streets which are narrow with steep grades.

4.1 miles

This 4.1 mile new highway connects with I-205 at Park Place and Highway 213 at Clackamas Community College. There are four intersections that allow additional access to the bypass. It is the last identified new highway (expressway, bypass) in the Metro Region for at least the next six years.

11/15/86

The contract was let and construction began July 1982 and will be open to traffic by November 15, 1986. Another project which provides auxiliary lanes both north- and southbound on I-205 will be complete fall 1986.

19.2 million

The contractor for the bypass is Mocon Corporation from Salem, Oregon. Construction costs are approximately 19.2 million dollars. Problems during construction included achieving a firm stable base on which to build the road and removal of silt and protection of Beaver Creek and its inhabitants.

HISTORY

Regional priority

This project is a perfect example of regional priority. Though it had been the highest priority for Clackamas County and Oregon City for nearly twenty years, it wasn't until freeway transit funds became available and the Banfield transitway project consideration would allow regional support and the possibility of funding for such a large project.

Ed Lindquist was a key player in getting the matching state funds to go with both Mt. Hood freeway transit monies and I-505 transfer monies. In a legislative capacity worked the opportunity for bypass funding by withholding approval of the transitway monies until the commitment was made by the state. The local match was provided by the state. The federal portion was provided through the transfer funds.

FRED MILLER

81-125-1387

The city of Portland supported Clackamas County's priority. A complicated and incredible package was put together using money which came from downstate approximately sixteen to seventeen hard dollars to match the transitway needs. This money, 3.3 million dollars per year for eight years, has been paid back to the downstate "kitty."

The Governor (Atiyeh) became involved at this point and made the city of Portland the beneficiary of the transitway project. What does this have to do with the bypass? In order to push the transitway through, it was decided that each county would be able to pick one priority that would be constructed with freeway transfer monies. Washington County selected 217/Sunset interchange, east Multnomah County selected 190th and Birdsdale (Powell Boulevard) and Clackamas County selected Highway 212. Ed Lindquist was strong in requiring that the bypass be added to the regional priority list.

Lindquist

Fred Klaboe, state highway engineer, in order to put his stamp of approval on it, asked the region to give consensus or agreement that the bypass was a priority. The newly formed Metropolitan Service District gave the Oregon City bypass the region's top priority.

Some of the heroes of this incredible package include the State Transportation Commission for their agreement to provide the state match and support the legislative deal Governor Vic Atiyeh, Neil Goldschmidt, Ed Lindquist, MSD, (one of the first tramatic problems they were faced with), Fred Klaboe, Bob Bothman (regional engineer) Clackamas County and Oregon City.

The bypass was considered a priority for several reasons. One very important one was the safety issue. Log trucks loaded from the Molalla area were forced to wind through narrow city streets with very steep grades in order to reach the freeway system. Another issue was development, access to the Molalla hill area was seen as a giant plug in the transportation system and it was very difficult to develop Oregon City up on the ridge because of the lack of access.

People to thank include Bob Bothman, Al Harwood, Marion Craft, Ted Spence (the incredible funding package), Dave Willhite and Earl Mershon, (project managers on the project) and Mocon Corporation.

MV/cy
cc Rick Kuehn
Ted Spence

Cy to Bell
10-24

N

Elmer's Pancake and Steak House
1837 Mollala Avenue, Oregon City

cordially invites you to attend a

Complimentary Brunch

Saturday, October 25, 1986
11:30 a.m.

immediately preceeding the Oregon City
Bypass Celebration.

R.S.V.P. by October 23 to Clackamas County at 650-3201 or 655-8521.

Ceremony at 1

In Celebration of
the Oregon City Bypass

A WALK TO THE FUTURE

Join Us OCTOBER 25, 1986 1-4 P.M.
At Abernethy/Redland Road entrance to the Bypass

As a leader for the future of our community and region, you are invited to join us in celebrating the near completion of the Oregon City Bypass. Beginning at 1 p.m., those who made this vital transportation link possible will be kicking off the event. Then, traverse time as we start at the end of the old Oregon Trail and walk forward to the 1980's, enjoying displays, food and entertainment.

Entrance to the Bypass is available only by the Abernethy/Redland Road connection. Please join us for a day of fun.

—The State of Oregon, Clackamas County, the cities of Oregon City, West Linn and Gladstone, and the Clackamas Community College.

NOTE: The Bypass is not and will not be officially open to traffic until sometime in November.

Printing provided by Portland General Electric

jc cc: OSHD (L. W. Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 6	COUNTY Clackamas	DIVISION Oregon
IN COMPANY WITH Earl Mershon and Marion Craft; OSHD			
DATE OF INSPECTION 10-6-86	INSPECTION MADE BY W. H. Kappus, Area Engineer and Larry Heil, Assistant Highway Engineer		PROJECT NO. IX-78(8)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 93 %	WORK COMPLETED 80 %

RECEIVED
STATE HWY ENGR
OCT 22 '86
REFER TO
Fredrickson
FOR
Info Invest R/D D/R Sign Act File

PARK PLACE INTERCHANGE - CLACKAMAS COMMUNITY COLLEGE
OREGON CITY BYPASS
Grade, Pave, Sign, Illum, Signals, Sanitary Sewer

10/23

NOTED
W. E. SCHWARTZ

Scope of Inspection:

The purpose of this inspection was threefold:

1) Contact inspection to determine the status of the project,

2) Review $78,000 Price Agreement to landscape the Clackamas Community College noise berm, and

3) Review a proposal to construct a fish ladder on Newell Creek to resolve environmental concerns of Fish and Wildlife.

Work Complete and in Progress:

All mainline paving was completed October 3, 1986. Work in progress during this inspection included:

1) Paving driveways off Molalla Ave, south of Clackamas Community College,

2) Installing signals at the new Clackamas Community College enterprise (which will be opened October 7, 1986).

3) Installing guardrail at the Redland Road Access, and

4) Slip forming drainage curb south of the Washington St. access. Remaining work includes paving of approaches, guardrail, slipforming curb, traffic markings, signals, and lighting. The project manager expects the project to be completed by November 15, 1986.

Form FHWA-1446A
(Rev. 2-84)

Comments:

The State intends to let a landscape contract for the Oregon City Bypass in the next few years. Clackamas Community College was not satisfied with the interim grass seeding at the noise berm (too steep to mow) adjacent to their entrance and requested that it be landscaped. OSHD prepared a planting plan and has negotiated an appropriate Price Agreement with the contractor. A one year establishment period is included in the price agreement.

During the winter of '82-'83 landslides and erosion resulted in the siltation of Newell Creek with an estimated cleanup cost of $75,000. Fish and Wildlife proposed to substitute the construction of a fish ladder in lieu of hydro-flushing the creek and allow Newel Creek to flush itself. The Clackamas Community College Environmental Learning Center has volunteered to construct the fish ladder if the Highway Division would provide the materials. Materials cost is estimated to be approximately $8,200. FHWA agreed to the proposal with the understanding that the Hydraulics Section would review the proposal and that Fish and Wildlife would release OSHD from any future liability related to the present siltation.

Traffic control (signing and flagging operations) appeared appropriate and functioning well.

- LMH -

9928 CL 1986-0299

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.:

CON 5 - 9928

October 6, 1986

FILED
OCT 8 1986
BARBARA ROBERTS
SECRETARY OF STATE

R.C. Schaefer Sr. & Partners
3150 N. Halleck Street
Portland, OR 97217

This will acknowledge your letter of September 23, 1986, with attached statements, filing a claim against the following Highway Division Contract:

FILED BY:	R.C. Schaefer Sr. & Partners
AMOUNT:	$5,733
FOR:	Hauling asphalt
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
SUBCONTRACTOR:	Roadway Constructors Corp.
CONTRACT NO.:	9928
PROJECT:	Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

RECEIVED
OCT 09 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Please advise this office when your claim has been settled.

George Bell
Assistant Director

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue South C-3000
Federal Way, WA 98003

Fred S. James & Co. of Oregon
1605 Liberty Street SE
Salem, OR 97302

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

R.C. Schaefer Sr. & Partners
3150 N. Halleck Street
Portland, Oregon 97217

September 23, 1986

Transportation Building Commission Services
121 Transportation Building
Salem, Oregon 97310
Attn: Ms. Neavoll

RE: Roadway Construction Co.

Dear Ms. Neavoll:

This letter is in regard to Roadway Construction Co., in which their account is past due. We would like to file a lien against their performance bond. They currently have an outstanding balance with us amounting to $5,733.00. The general contractor for the job was Mocon Construction Company. The job was located in Clackamas, Oregon under a project name of Park Place Clackamas Community College (Federal #1 X 788 State #9928).

Our trucks hauled asphalt to this job for a period of time. Enclosed are our billing statements to Roadway Construction Company. If you have any questions please call me at my place of work. I can be reached between the hours of 7:00a.m.-4:00p.m. at 220-2750.

Very Truly Yours,

Sue Schaefer

Sue Schaefer
R.C. Schaefer Sr. & Partners

enclosure

RECEIVED
SEP 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

Reuben C. Schaefer Sr & Partners
Dump Trucking
3150 North Halleck Street
Portland, Oregon 97217

Office 285-3829
Res. 285-3829

SEPT. 04, 1986

ROADWAY CONSTRUCTION CO.
3500 S.W. BOND
PORTLAND, OREGON 97201

DESCRIPTION	AMOUNT
TRUCK #2	
JOB 8256 10½ HOURS @ $36.00	378.00
TRUCK #14	
JOB 8256 75 3/4 HOURS @ $36.00	2,727.00
SUB TOTAL	$3,105.00
PAST DUE BILLING	
QUALITY PAVING INVOICE #9929	~~279.00~~
ROADWAY CONST. INVOICE #9926-27 JOB 8915	~~270.00~~
ROADWAY CONST. INVOICE #'S 8022-26-29-31-34 JOB #8256 14319 thru 14323	2,628.00
SUB TOTAL	$3,177.00

Hwy 217

THANK YOU

RECEIVED
SEP 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TERMS NET 30 DAYS: Accounts Not Paid When Due Are Subject To Interest Charge At The Rate of 1% Per Mon. 12% Annually.

Amount due and payable $ 6,282.00
Please Send Check

REUBEN C. SCHAEFER, SR. & PARTNERS

REUBEN C. SCHAEFER SR. & PARTNERS
3150 N. HALLECK
PORTLAND, ORE. 97217

Statemen

Date 8/1/86

To ROADWAY CONST.
3500 S.W. BOND
PORTLAND, ORE. 97201

Please detach and return upper portion
with your remittance. $

Date	Charges and Credits	Balance
	JOB # 8256	
TRUCK #2		
INVOICE #'S	8022-8026-8029-8031-8034	
Total Hrs.	36 @ $36.00 per hr.	$1296.0
TRUCK #14		
Invoice #'s	14319-14320-14321-14322-14323	
Total Hrs.	37 Hrs. @ $36.00 per hr	$1332.0
	Total Due	$2628.0
	THANK YOU!!!	

RECEIVED
SEP 25 1986
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

WilsonJones

Your Check is Your Receipt

Cl. 1986-0295

9928

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 6 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - 9928

October 3, 1986

Lloyd A. Mattox Jr.
Dump Trucking Inc.
17116 SE Mill Street
Portland, OR 97233

We have received your letter dated September 22, 1986, filing a claim against the following Highway Division contract; however, your letter of September 30 stated you have been paid:

FILED BY:	Lloyd A. Mattox Jr. Dump Trucking, Inc.
AMOUNT:	$13,779
FOR:	Asphalt hauled
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
SUBCONTRACTOR:	Roadway Constructors Corporation
CONTRACT NO.:	9928
PROJECT:	Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James & Co. of Oregon

Thank you for letting us know to disregard this claim so we can clear our records.

George Bell
Assistant Director

RECEIVED
OCT 07 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue South C-3000
Federal Way, WA 98003

Fred S. James & Co. of Oregon
1605 Liberty Street SE
Salem, OR 97302

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible]

September 22/86

Att Fran Neavall:

Transporation Building
121 Transpartion Building
Salem Oregon 97310

Dear Fran: I Would like to File a Lean against the performance Bond.
Sub Contractor = Roadway Co.
General for Job Macon Construction Co.

Job Is at Clackamas Oregon
Park place Interchange
project Called: park place Clackamas
Commity College.
Fed # 1X-788
State # 9928

Asphalt Hauled to Job.

Billing Aug 1/86 —— $5,355.00
Billing Sept 1/86 —— $8,424.00
Total = $13,779.00

RECEIVED
SEP 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Thank you
Sharon Bee Mattos
Lloyd A. Mattos Jr Dumptrucking Inc.
17111 S.E.

121 Transportation Building
Salem Oregon 97310

Dear Fran: I would like to File a lean agginst the performance Bond.
Sub Contractor = Roadway Co.
General for Job Macon Construction Co.

Job Is at Clackamas Oregon
Park place Interchange
project Called: park place Clackamas Community College.
Fed# 1X-788
State# 9928

Asphalt Hauled to Job.

Billing Aug 1/86 —— $5,355.00
Billing Sept 1/86 —— $8,424.00
total = $13,779.00

RECEIVED
SEP 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Thank you
Sharon Lee Mattis
Lloyd A. Mattis Jr Dumptrucking Inc.
17116 S.E. Mill Street
Portland, Oregon [illegible]

Telephone #
Office 760-8013
Home 761-6924

STATEMENT

LLOYD A. MATTOX JR.
Dump Trucking Inc.
17116 S.E. Mill Street
Portland, Oregon 97233

Office
760-8013

Res.
761-0924

DESCRIPTION	AMOUNT
August I/86	
Roadway Co 3500 S.W. Bond Ave Portland , Oregon 9720I	
Hauling At The Rate Of $36.00 Per Hr Job # 89I5	
Truck # 8I	
Lloyd Mattox ---------------(78¼ hrs) ----------	$ 28I7.00
Invoice # I349 -I350 -I30I -I302 -I303 -I3I3 I3I4 -I3I5 -I3I6 -I3I7	
Truck # 83	
S.L. Mattox ------------(70½ hrs) ----------	$ 2538.00
Invoice # I794 -I795 -I796 -I797 -I800 -I373 I374 -I375 -I376 -	
Total ======= Thank You.	$ 5355.00

RECEIVED
SEP 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TERMS NET 30 DAYS: Accounts Not Paid When Due Are Subject To Interest Charge At The Rate of 15 Per Mon. 12% Annually.

Amount due and payable $ $ 5355.00
Please Send Check

LLOYD A. MATTOX JR.

STATEMENT

LLOYD A. MATTOX JR.
Dump Trucking Inc.
17116 S.E. Mill Street
Portland, Oregon 97233

Office
760-8013

Res.
761-0924

DESCRIPTION	AMOUNT
September 1/86	

Roadway Const Co
3500 S.W. Bond Avenue
Portland , Oregon 97201

Job # 8256
Hauling At The Rate Of $36.00 Per Hour

Truck # 81	
Lloyd Mattox III --------------(119¾ hrs) --------	$ 4311.00
Invoice # 1318 -1319 -1320 -1322 -1323 -1324	
1402 -1403 -1404 -1405 -1411 -1412	
1413 -1414	
Truck # 83	
S.L. Mattox -----------------(114¼ hrs) --------	$ 4113.00
Invoise # 1379 -1380 -1381 -1383 -1384 -1385	
1386 -1387 -1391 -1392 1393 -1394	
1395 -1396 -	
Total ====	$8,424.00

Thank You.

3

RECEIVED
SEP 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TERMS NET 30 DAYS: Accounts Not Paid When Due Are Subject To Interest Charge At The Rate of 15 Per Mon. 12% Annually.

LLOYD A. MATTOX JR.

Amount due and payable $ $ 8,424.00
Please Send Check

Sept 30/86

Highway transportation Dept
Commission Service
Att: Fran Nevall :

I am Writting to Let you Know, I have Been paid up from Roadway. I Mailed You a Letter to File a Performance Lean against The Bond.

Its Mocons The General
Roadway - a Sub.

Job #
Fed - IX-788
State - 9928
Parkplace (Clackamas

So please disregard The Lean. Thank You So Very Much.

Lloyd A. Mathis Jr
Dump trucking
Sharon Lee Mathis

Telephone #
760-8013

RECEIVED

[illegible] Transportation Dept
Commission Service
Att: Fran Nevall:

I am Writting to let you Know, I have Been paid up from Broadway. I Mailed You a letter to File a Performance Lean against The Bond.
Its Mecons The General
Broadway - A Sub.

Job #
Fed - IX-788
State - 9928
Parkplace (Clackamas

So please disregard The Lean. Thank You So Very Much.

Lloyd A. Matthews, Jr
Dump trucking, Inc
Sharon Lee Matthews

Telephone #
760-8013

RECEIVED
OCT 02 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9928 CL 1986-0296

N

FILED
OCT 6 1986
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 3, 1986

In Reply Refer To
File No.:
CON 5 - 9865
CON 5 - 9953
CON 5 - 9928

Dan Ramberg Trucking
254 SW Martine Court
Troutdale, OR 97060

We have received your letter of September 23, 1986, filing claims against the following Highway Division contracts; however, on September 30 you wrote that Road Constructors have paid you.

FILED BY:	Dan Ramberg Trucking
PRIME CONTRACTORS:	Roadway Constructors Corporation and R. A. Hatch Co. A JV
CONTRACT NO.:	9865
PROJECT:	Beaverton-Tigard Highway Interchange, Sunset Highway, Washington County
CONTRACT NO.:	9953
PROJECT:	Jct. Sunset Hwy.-Jct. Pacific Hwy. Section, Beaverton-Tigard Highway, Washington County
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon
AMOUNT OF CLAIM:	$3,861

FILED
OCT 6 1986
BARBARA ROBERTS
SECRETARY OF STATE

COPY

PRIME CONTRACTOR: Mocon Corporation

SUBCONTRACTOR: Roadway Constructors Corporation

CONTRACT NO.: 9928

PROJECT: Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County

SURETY: United Pacific Insurance Company

AGENT: Fred S. James & Co. of Oregon

AMOUNT OF CLAIM: $5,328

Thank you for letting us know so we can clear our records.

George Bell
Assistant Director

bc: Roadway Constructors Corporation
and R. A. Hatch Co. A JV
P. O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97201

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue South C-3000
Federal Way, WA 98003

Fred S. James & Co. of Oregon
1605 Liberty Street SE
Salem, OR 97302

✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 07 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

S.W. [illegible] Ct.
Troutdale, OR 97060
(503) 665-2908

Dear Lorin: Sept. 30, 86

Please disregard the letter I sent you last week, as I have been paid by Roadway Const.

Roadway still owes me for one days work in Sept and if I have trouble collecting that, I will let you know.

I am sorry for work you may already have done on my behalf.

Many Thanks,
Don

RECEIVED
OCT 02 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]
Troutdale, OR 97060
(503) 665-2908

Ms. Fran Neavoll
Commission Services
Transportation Bldg.
Salem, OR. 97310

Sep. 23, 1986

Dear Fran:

Pursuant to the instructions I received by phone from Sandy in your office, I wish to make claim against the performance bond of Roadway Constructors Corp. also dba AFAB, EMPCO, Quality Paving and Roadway-Hatch a joint venture.

My claim includes three Highway division contract and breaks down as follows:

Contracts 9953 and 9865 in which Roadway was the prime contractor.These contracts include Pacific Hwy jct., Beaverton-Tigard Hwy., and the Sunset Hwy.

TOTAL CLAIM.................... $3861.00

Contract 9928 in which Mocon const. is the prime contractor and Roadway is a sub-contractor for asphalt paving. This contract includes the Cascade Hwy at Park Place in Clackamas County.

TOTAL CLAIM....................$1467.00
TOTAL OF BOTH CLAIMS..................$5328.00

I contacted Mocon (Wade) regarding the latter of these claims in which they are the prime contractor to see if they were interested in paying my claim and deducting it from what they pay Roadway, but they were not.

Copies of my bills to Roadway are attached. Thank you for your help.

Sincerely:

Dan Ramberg

P.S. Sandy was EXTREMELY helpful to me when I talked to her. Please pass my thanks along to her. She is an asset to your office.

RECEIVED
SEP 25 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DAN RAMBERG TRUCKING
254 S.W. Martine Ct.
Troutdale, OR 97060
(503) 665-2908

Date JULY 31 19 86

o ROADWAY-HATCH

ddress 3500 S.W. BOND

ity PORTLAND, OR. 97201

E	TIMESHEET #	JOB #	AMOUNT
1/86	6407	#8915	252 00
1/86	6431	8915	306 00
2/86	6432	8915	360 00
2/86	6408	8915	405 00
3/86	6409	8915	234 00
3/86	6433	8915	243 00
7/86	6411	8915	315 00
7/86	6410	8915	315 00
8/86	6434	8915	324 00
8/86	6412	8915	252 00
9/86	6413	8915	279 00
		total due.....	$3,285 00

THANK YOU!!!

FORM 882

STATEMENT

DAN RAMBERG TRUCKING
254 S.W. Martine Ct.
Troutdale, OR 97060
(503) 665-2908

Date JULY 31 19 86

To QUALITY PAVING

Address 3500 S.W. BOND

City PORTLAND, OR. 97201

DATE	TIMESHEET #	JOB #	AMOUNT
7/12/86	6414	8920	288 00
7/12/86	6435	8920	288 00
		total due.....	$576 00

THANK YOU!!!

RECEIVED
SEP 25 1986
COMMISSION
DEPARTMENT OF TRANSPORTA
SERVICES

REDIFORM
8K 882

STATEMENT

AN RAMBERG TRUCKING
254 S.W. Martine Ct.
Troutdale, OR 97060
(503) 665-2908

Date AUG. 30 1986

ROADWAY CONSTRUCTORS

ddress 3500 S.W. BOND

ty PORTLAND, OR. 97201

ATE	TIMESHEET #	JOB #			AMOUNT
3/86	6461	8256			315 00
1/86	6462	8256			297 00
2/86	6463	8256			252 00
13/86	6465	8256			315 00
		TOTAL DUE.....			$1,179 00

THANK YOU!!!!

RECEIVED
SEP 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 882

STATEMENT

Nº

This work Done
in Sept '86 [illegible]
[illegible] billed [illegible]
included in [illegible]
claim

Y TIME SHEET

DAN RAMBERG TRUCKING
254 S.W. Martine Ct.
Troutdale, OR 97060
(503) 665-2908

ENDI

BEGI

FUEL City Zip

Driver Jim Bridges Date 9-11-86

Truck No. 77 Trailer No. Capacity ton/yard

Rate $ 36.00 per hour / ton / yard / other

Contractor or Employer Roadway Constructors

Address

City #8256

Job Location Oregon City By Pass

Time Started 8:30 Lunch 0 Time Finished 4:30

Down Time 0 Driver's Time 8 hrs

MATERIAL	HAULED FROM	HAULED TO	LOADS	TIME
B-Mix	Western Pac	By Pass	8	8 hrs
		$288.00		
		TOTALS	8	8 hrs

Driver's Signature Jim Bridges

This account due and payable on the 10th day of the month following the date hereof.

The parties expressly agree by their signatures hereto that interest shall accrue at the rate of 10% per annum on all past due accounts.

If this account is placed in the hands of an attorney for collection the Contractor/Employer agrees to pay Sub-Contractor/Employees reasonable attorney fees and collection costs even though no suit or action is filed on this account; however, if suit or action is filed, the amount of such reasonable attorney fees shall be fixed by the court.

A lien may be claimed for labor, materials, rentals, and reasonable profit under Oregon Revised Statues, Chapter 87.

Contractor/Employer Representative acknowledges receipt of copy and signifies same to be correct by his signature below.

Not responsible for damage behind curb line.

Signature

WHITE - Original YELLOW - Billing PINK - Driver GOLDENROD - Job

792 CL1986-2253

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 16, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9928

FILED
JUL 17 1986
BARBARA ROBERTS
SECRETARY OF STATE

Sanford R. Levy
Attorney at Law
3939 Seattle-First National Bank Bldg.
Seattle, WA 98154

Attention: Michelle Moodie
Credit Services Manager

This will acknowledge your letter and Notice of Claim dated June 11, 1986, on behalf of Platt Electric Supply Inc., concerning the following Highway Division contract:

FILED BY:	Platt Electric Supply Inc.
AMOUNT:	$7,035.02
FOR:	Materials
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
CONTRACT NO:	9928
PROJECT:	Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

George Bell
Assistant Director

RECEIVED
JUL 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

NOTED ON CARD
7-23-86 cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter ✓

731-0183 (10 85)

SANFORD R. LEVY
ATTORNEY AT LAW
3939 SEATTLE-FIRST NATIONAL BANK BUILDING
SEATTLE, WASHINGTON 98154
(206) 624-6131

June 11, 1986

Our File No. 1100-017-1
Cert. Mail No. P 132 629 733

Oregon State Highway Division
3700 SE 92nd
Portland, OR 97266

RE: Materials Furnished by Platt Electric Supply, Inc.
for the Park Place Clackamas Community College
Upon the order of Mid Continent Industrial Services

To Whom It May Concern:

Enclosed you will find an original and one copy of our Notice of Claim in reference to the above described project. Please acknowledge your receipt of the documents and return the stamped copy to our office in the enclosed envelope. Thank you for your help.

Very truly yours,

Michelle Moodie

Michelle Moodie
Credit Services Manager

Enclosure

cc: Platt Electric Supply, Inc.
MOCON Corporation - Cert. Mail No. P 132 629 734
United Pacific Insurance Co.

ESIDENT ENGINEE
RECEIVED
JUN 17 1986
Noted ☐ ☐ ☐ ☐
RE

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY
DIVISION
3700 SE 92nd
Portland, OR 97266

MOCON CORPORATION
P.O. Box 3258
Salem, OR 97302

NOTICE HEREBY IS GIVEN that the undersigned, PLATT ELECTRIC SUPPLY, INC., 1305 N.W. Davis, P.O. Box 3167, Portland, OR 97208, has a claim for electrical materials and supplies furnished by Platt Electric in the sum of Seven Thousand Thirty-Five Dollars and 02/100 ($7,035.02) against the bond taken from MOCON CORPORATION as principal, and United Pacific Insurance Company, P.O. Box 5669, Portland, OR 97228 as its surety or sureties, for the work of the PARK PLACE CLACKAMAS COMMUNITY COLLEGE, Oregon City, Clackamas County, State of Oregon, Contract No. 9928. Such material was supplied to MID CONTINENT INDUSTRIAL SERVICES, P.O. Box 1688, Albany, OR 97321.

Sanford Levy
Sanford Levy, Attorney for
Platt Electric Supply Inc.

3939 Seattle-First National
Bank Building
Seattle, Washington 98154
(206) 624-6131

ESIDENT ENGINEE
RECEIVED
JUN 17 1986
Noted ☐ ☐ ☐ ☐
RE

[illegible] 1986

June 25, 1986

CON 5 - 9928

Capital Enterprise & Engineering Corp.
1230 20th Street SE
Salem, OR 97302

Thank you for your letter of June 3, 1986, notifying us that MCIS has paid you for all past due invoices and that you are withdrawing your claim.

You state this is in reference to Contract No. 9928 with Mocon Corporation for work on the Park Place-Clackamas Community College Section of the Cascade Highway South in Clackamas County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
Attn: Bond Department
33405 - 8th Avenue, S. C-3000
Federal Way, WA 98003

United Pacific Insurance Company
Portland Branch Office
825 NE Multnomah, Suite 300
Portland, OR 97232

bc: Secretary of State: Filed 3-26-86; CL 1986-0137

bbc: Bryant Jackmond

FKN:asm

NOTED ON CARD
6-25-86 cc

Capital Enterprise & Engineering Corp.

1230 20th St. S.E. • Salem, Oregon 97302 • (503) 363-9290

June 3, 1986

Mr. Robert Gormsen
Commission Services
Room 121, Transportation Building
Salem, OR 97310

RE: File No: Con 5
OSHD Contract #9928

Dear Mr. Gormsen:

This is to notify you that MCIS has paid all past due invoices and that we are herewith withdrawing our claim on this project.

We appreciate having this avenue open to us. Thank you for your services.

Sincerely,

Tammy C. Johnson

Tammy C. Johnson
Office Manager

RECEIVED
JUN 4 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MOCON CORPORATION

June 4, 1986

M.C.I.S.
P.O. Box 889
Albany, Oregon 97321

Project: Park Place-Clackamas Community College
O.S.H.D. Contract No. 9928
Mocon Job No. 144

Re : Claim

Gentlemen:

Your claim filed against this project has no merit. In fact, it surprises me that O.S.H.D. recognized your claim with no investigation.

Our records (copies enclosed) show that M.C.I.S. has been paid both directly and via joint checks all the monies that O.S.H.D. has paid MOCON. Surely, you do not expect neither MOCON nor O.S.H.D. to pay for your difficulties through this project.

Your letter cites Section 197.28 of the Standard Specifications which is non existent. I'm sure you mean 107.28 which covers payment of bills by Contractors as they become due and payable. If you read further, Section 109.14 states that payments will be made by the State upon vouchers prepared, approved and endorsed by the Engineer.

A copy of the last voucher prepared by the Engineer shows that you have been paid everything that has been approved.

no response nec.

RECEIVED
JUN 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

I suggest that you begin paying attention to the work on this project and start earning some of the monies due you instead of filing errant claims. As you complete your work the Engineer will prepare and approve additional monies for you.

Sincerely,

MOCON CORPORATION

Wade H. Wakayama

Wade H. Wakayama

Encls.

cc: Mr. Robert Gormsen, Commission Services, Rm 121
Transportation Bldg., Salem, Oregon 97301

United Pacific Insurance, P.O. Box 5669, Portland,
Oregon 97228

Fred. S. James & Co., 1605 Liberty Street, Salem,
Oregon 97302

RECEIVED
JUN 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

M.C.I.S. RECAP

	Initials	Date
Prepared By	WHW	6-4
Approved By		

	1	2	3	4
PMT TO MCIS CK NO. 10833 6-21-85				5796.90
PMT TO MCIS CK NO. 11451 9-9-85				36670.00
PMT TO MCIS & CAPITOL ENT. CK NO. 6911 3-31-86				29200.00
PMT TO MCIS & NO. COAST ELEC CK NO. 13159 5-30-86				36315.80
TOTAL PAYMENTS TO MCIS:				107982.70
PAYMENTS PAID TO MOCON BY OSHD: AS OF 5-16-86.				113666.00
			5% Ret.	5683.30
				107982.70

RECEIVED
JUN 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4804 (84804) — Buff
8604 (88804) — Green

MOCON
CORPORATION
P. O. BOX 3258
SALEM, OREGON 97302

North Salem Branch - Salem, Oregon
UNITED TES NATIONAL BANK
OF ORE

$\frac{24\text{-}22}{1230}$ 67

11451

DATE	CHECK NO.	AMOUNT
09/09/85	11451	****36670.00

THIRTY-SIX THOUSAND SIX HUNDRED SEVENTY DOLLARS AND NO CENTS

PAY
TO THE
ORDER
OF

M.C.I.S.
PO BOX 1688
ALBANY, OR. 97321

MOCON CORPORATION

⑈011451⑈ ⑆123000220⑆ 067 0005 230⑈ ⑇0003667000⑇

⑈011451⑈⑆123000220⑆0670005230⑈ ⑇0003667000⑇

(22) PAY TO [illegible] BANK (22)
UNITED STAT[illegible] OF OREGON 022-0001-499
022-0001-499
FOR DEPOSIT ONLY
MWC, Inc.
Cash Collaral

022450012

RECEIVED
JUN 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MOCON
CORPORATION
P. O. BOX 3258
SALEM, OREGON 97302

North Salem Branch - Salem, Oregon
UNITED STATES NATIONAL BANK
OF OREC

$\frac{24\text{-}22}{1230}$ 67

10833

DATE	CHECK NO.	AMOUNT
06/21/85	10833	*****5796.90

FIVE THOUSAND SEVEN HUNDRED NINETY-SIX DOLLARS AND NINETY CENTS

PAY TO THE ORDER OF

M.C.I.S.
PO BOX 1688
ALBANY, OR. 97321

MOCON CORPORATION

⑆010833⑆ ⑈123000220⑈ 067 0005 230⑆ ⑇0000579690⑇

26 JUN 85

(22) PAY TO THE ORDER OF (22)
UNITED STATES NATIONAL BANK
022-0008-064 OF OREGON 022-0008-064
Mid Continent Industrial Services

RECEIVED
JUN 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NUMBER FISCAL YR
05/16/86 C 184

OREGON STATE HIGHWAY DIVISION

REMITTANCE ADVICE

INVOICE DATE	INVOIC BER OR DESCRIPTION	GROSS MOUNT	DISCOUNT/ INTEREST	NET AMOUNT
05/16/86				$1,443.67
05/16/86	C09928/013			$28,880.58

orm 734-1350A

NOT NEGOTIABLE

TOTAL PAYMENT $27,436.91

HIGHWAY DIVISION

OREGON DEPARTMENT OF TRANSPORTATION
05/16/86 C 184

WARRANT

TO THE
STATE TREASURER
SALEM, OREGON

96-1C
1232

WARRANT	DATE	CHECK NO.	PAY	
4715478 73404	05/19/86		*****27,436 DOLLARS 91 CENTS	$ $27,436.9

HIGHWAY FUND

VOID AFTER 2 YEARS FROM DATE OF ISSUE

Form 734-1350

TO THE ORDER OF

NOCON CORPORATION
****

PICKUP OR XXXXX

000096112900

STATE HIGHWAY ENGINEE

HIGHWAY CONTROLLER

⑈74715478⑈ ⑆123200101⑆ 73404⑈

RECEIVED
JUN 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

orm 734-1350A

NOT NEGOTIABLE

TOTAL PAYMENT $27,436.91

HIGHWAY DIVISION

OREGON DEPARTMENT OF TRANSPORTATION

05/16/86 C 184

TO THE
STATE TREASURER
SALEM, OREGON

96-10
1232

WARRANT

4715478 73404	DATE 05/19/86	CHECK NO.	PAY *****27,436 DOLLARS 91 CENTS	$ $27,436.9

HIGHWAY FUND

VOID AFTER 2 YEARS FROM DATE OF ISSUE

Form 734-1350

TO THE ORDER OF

MOCON CORPORATION
****

PICKUP OR XXXXX

000096112900

STATE HIGHWAY ENGINEE

HIGHWAY CONTROLLER

⑈74715478⑈ ⑆123200101⑆ 73404⑈

RECEIVED
JUN 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

```
05#16#86
PAGE 1
JNT          NETPAY
1.52   1,976,826.84
1.52   1,949,389.93
1.00      27,436.91
JNT          NETPAY
1.00       1,319.15
1.00      26,117.76
1.00      27,436.91
```

```
                                03-/07 !-1A3!>=7! 0- !3A7W103'A'107                                        05#1
                                      HIGHWAY DIVISION
FMCP010-1       CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                   PAGE
```

Batch #C 184 5-16-86

```
CONTRACT NUMBER: C09928          ESTIMATE NUMBER: 013          MOCON CORPORATION

                             CONTRACT           LIQUIDATED              RETAINAGE           FORCE ACCOUNT
NUMBER     NUMBER             PAYMENT             DAMAGE                                       AMOUNT

AMOUNT TO DATE:           2,016,525.60                0.00             100,826.28               61,127.52
PRIOR AMOUNT:             1,987,652.02                0.00              99,382.61               61,120.52

PRESENT AMOUNT:              28,873.58                0.00               1,443.67                    7.00

EA-        SUB-              CONTRACT           LIQUIDATED              RETAINAGE           FORCE ACCOUNT
 MBER      NUMBER             PAYMENT             DAMAGE                                       AMOUNT

C09928      011               1,380.00                0.00                  67.85                    7.00
C09928      090              27,493.58                0.00               1,375.82                    0.00

        TOTAL:               28,873.58                0.00               1,443.67                    7.00
```

Earl Mershon

```
      03-/07 !-1A3!>=7! 0- !3A7W103'A'!07                                          05#16#86
              HIGHWAY DIVISION
TRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE             PAGE:    1

C099<8         ESTIMATE NUMBER: 013          MOCON CORPORATION

       CONTRACT           LIQUIDATED           RETAINAGE          FORCE ACCOUNT              NETPAY
        PAYMENT             DAMAGE                                    AMOUNT

       2,016,525.60             0.00           100,826.28            61,127.52           1,976,826.84
       1,987,652.02             0.00            99,382.61            61,120.52           1,949,389.93

          28,873.58             0.00             1,443.67                 7.00              27,436.91

       CONTRACT           LIQUIDATED           RETAINAGE          FORCE ACCOUNT              NETPAY
        PAYMENT             DAMAGE                                    AMOUNT

           1,380.00             0.00                67.85                 7.00               1,319.15
          27,493.58             0.00             1,375.82                 0.00              26,117.76

          28,873.58             0.00             1,443.67                 7.00              27,436.91
```

atch #C 184 5-16-86

arl Marston

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-75)

COUNTY CLACKAMAS	CONTRACT NO. C09928	ESTIMATE NO. 13	PREFIX NO'S.
HIGHWAY CASCADE HIGHWAY SOUTH	FEDERAL AID PROJECT NO. IX 0078008		
SECTION PARK PLACE-CLACKAMAS COMMUNITY COLLGE			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AM
001	11 MOBILIZATION	LUMP SUM	480000.0000	87.000	417600.00	41760
001	81 MOBILIZATION	LUMP SUM	480000.0000	6.000	28800.00	2880
001	90 MOBILIZATION	LUMP SUM	480000.0000	7.000	33600.00	3360
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	13000.0000	40.000	5200.00	520
003	11 TEMPORARY SIGNS	SQ FT	10.0000	837.500	8375.00	699
004	11 TEMPORARY BARRICADES	EACH	100.0000	20.000	2000.00	200
005	11 TEMP GUARD RAIL TYPE 2A REFLECTORIZED	LIN FT	5.0000	1,781.000	8905.00	890
006	11 TEMPORARY PLASTIC SAFETY MARKERS	EACH	50.0000	22.000	1100.00	110
0[illegible]	11 TEMPORARY DELINEATORS	EACH	25.0000	8.000	200.00	20
00[illegible]	11 FLAGGERS	HOUR	8.5000	982.500	8351.25	835
011	11 STRAW BALES	EACH	8.0000	937.000	7496.00	749
015	11 CLEARING AND GRUBBING	LUMP SUM	83000.0000	85.000	70550.00	7059
017	11 DITCH EXCAVATION	CU YD	10.0000	175.700	1757.00	175
018	11 GENERAL EXCAVATION	CU YD	1.8200	60,920.500	110875.31	11087
019	11 TRENCH EXCAVATION	CU YD	3.7000	3,983.200	14737.84	1473
019	90 TRENCH EXCAVATION	CU YD	3.7000	7,347.400	27185.38	2512
020	11 GRANULAR BACKFILL	CU YD	15.7500	362.200	5704.65	570
020	90 GRANULAR BACKFILL	CU YD	15.7500	2,627.600	41384.70	3877
022	11 WATERING	M-GAL	16.0000	701.500	11224.00	1122
025	11 3/4"-0 AGGREGATE BASE	TON	7.5000	98.200	736.50	73
026	11 AGGREGATE BASE	TON	6.5000	3,515.200	22848.80	2284
027	11 LIME TREATED SUBGRADE	SQ YD	.9000	10,043.000	9038.70	903
028	11 LIME FOR TREATED SUBGRADE	TON	80.0000	171.260	13700.80	1370
029	11 CEMENT TREATED BASE MIXTURE	TON	8.1000	13,517.210	109489.40	10948
0[illegible]	11 PORTLAND CEMENT IN CTB MIXTURE	TON	65.0000	645.140	41934.10	4193
0[illegible]	11 CEMENT TREATED SUBGRADE	SQ YD	.9000	55,393.000	49853.70	4985
032	11 CEMENT FOR TREATED SUBGRADE	TON	65.0000	943.970	61358.05	6139
033	11 CLASS B ASPHALT CONCRETE MIXTURE	TON	14.5000	2,054.500	29790.25	2979
035	11 ASPHALT CEMENT IN MIXTURE	TON	165.0000	123.830	20431.95	2043
036	11 ASPHALT IN TACK COAT	TON	200.0000	.720	144.00	14
041	11 12-INCH CULVERT PIPE	LIN FT	9.8500	576.000	5673.60	567

DATE 05 16 86 PG. 01 C09928	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

MENT VOUCHER

HIGHWAY DIVISION

COUNTY CLACKAMAS	CONTRACT NO. C09928	ESTIMATE NO. 13	PREFIX NO'S.
HIGHWAY CASCADE HIGHWAY SOUTH	FEDERAL AID PROJECT NO. IX 0078008		
SECTION PARK PLACE-CLACKAMAS COMMUNITY COLLGE			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ATION	LUMP SUM	480000.0000	87.000	417600.00	417600.00	
ATION	LUMP SUM	480000.0000	6.000	28800.00	28800.00	
ATION	LUMP SUM	480000.0000	7.000	33600.00	33600.00	
RY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	13000.0000	40.000	5200.00	5200.00	
RY SIGNS	SQ FT	10.0000	837.500	8375.00	6995.00	1380.00
RY BARRICADES	EACH	100.0000	20.000	2000.00	2000.00	
ARD RAIL TYPE 2A REFLECTORIZED	LIN FT	5.0000	1,781.000	8905.00	8905.00	
RY PLASTIC SAFETY MARKERS	EACH	50.0000	22.000	1100.00	1100.00	
RY DELINEATORS	EACH	25.0000	8.000	200.00	200.00	
S	HOUR	8.5000	982.500	8351.25	8351.25	
ALES	EACH	8.0000	937.000	7496.00	7496.00	
G AND GRUBBING	LUMP SUM	83000.0000	85.000	70550.00	70550.00	
XCAVATION	CU YD	10.0000	175.700	1757.00	1757.00	
EXCAVATION	CU YD	1.8200	60,920.500	110875.31	110875.31	
EXCAVATION	CU YD	3.7000	3,983.200	14737.84	14737.84	
EXCAVATION	CU YD	3.7000	7,347.400	27185.38	25128.55	2056.83
R BACKFILL	CU YD	15.7500	362.200	5704.65	5704.65	
R BACKFILL	CU YD	15.7500	2,627.600	41384.70	38773.35	2611.35
G	M-GAL	16.0000	701.500	11224.00	11224.00	
AGGREGATE BASE	TON	7.5000	98.200	736.50	736.50	
TE BASE	TON	6.5000	3,515.200	22848.80	22848.80	
REATED SUBGRADE	SQ YD	.9000	10,043.000	9038.70	9038.70	
OR TREATED SUBGRADE	TON	80.0000	171.260	13700.80	13700.80	
TREATED BASE MIXTURE	TON	8.1000	13,517.210	109489.40	109489.40	
D CEMENT IN CTB MIXTURE	TON	65.0000	645.140	41934.10	41934.10	
TREATED SUBGRADE	SQ YD	.9000	55,393.000	49853.70	49853.70	
FOR TREATED SUBGRADE	TON	65.0000	943.970	61358.05	61358.05	
ASPHALT CONCRETE MIXTURE	TON	14.5000	2,054.500	29790.25	29790.25	
CEMENT IN MIXTURE	TON	165.0000	123.830	20431.95	20431.95	
IN TACK COAT	TON	200.0000	.720	144.00	144.00	
CULVERT PIPE	LIN FT	9.8500	576.000	5673.60	5673.60	
PG. 01 C09928	TOTAL CONTRACT ITEMS					
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY	CONTRACT NO. C09928	ESTIMATE NO. 13	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMO
042	11 18-INCH CULVERT PIPE	LIN FT	31.2500	140.000	4375.00	437
044	11 66-INCH CULVERT PIPE	LIN FT	63.3000	208.000	13166.40	1316
046	11 12-INCH STORM SEWER PIPE	LIN FT	20.4000	83.000	1693.20	169
047	11 15-INCH STORM SEWER PIPE	LIN FT	20.5000	593.000	12156.50	1215
048	11 24-INCH STORM SEWER PIPE	LIN FT	27.8000	278.000	7728.40	772
049	11 27-INCH STORM SEWER PIPE	LIN FT	32.9500	880.000	28996.00	2899
050	11 36-INCH STORM SEWER PIPE	LIN FT	47.3000	464.000	21947.20	2194
051	90 8-INCH SANITARY SEWER PIPE	LIN FT	10.3500	609.000	6303.15	630
0	90 12-INCH SANITARY SEWER PIPE	LIN FT	18.5500	102.000	1892.10	178
053	90 18-INCH SANITARY SEWER PIPE	LIN FT	20.3500	8,524.000	173463.40	15655
054	90 21-INCH SANITARY SEWER PIPE	LIN FT	30.2000	3,195.000	96489.00	9648
055	90 24-INCH SANITARY SEWER PIPE	LIN FT	33.6000	398.000	13372.80	133
058	11 EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	25.6000	49.000	1254.40	125
058	90 EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	25.6000	56.000	1433.60	143
060	11 8-INCH ASBESTOS-CEMENT SANITARY SEWEH	LIN FT	18.1000	934.300	16910.83	1691
061	11 8-INCH DUCTILE IRON WATER PIPE	LIN FT	22.7500	146.600	3335.15	333
063	11 RELOCATE EXISTING WATER METER VAULT	LUMP SUM	6500.0000	100.000	6500.00	650
064	11 CONCRETE MANHOLES UNDER 10' DEEP	EACH	1525.0000	3.750	5718.75	571
064	90 CONCRETE MANHOLES UNDER 10' DEEP	EACH	1525.0000	15.000	22875.00	2058
065	11 CONCRETE MANHOLES 10' TO 20' DEE	PEACH	2305.0000	.750	1728.75	172
065	90 CONCRETE MANHOLES 10' TO 20' DEE	PEACH	2305.0000	4.750	10948.75	829
066	90 CONCRETE MANHOLES OVER 20' DEEP	EACH	3460.0000	2.000	6920.00	605
074	90 6-INCH DRAIN PIPE	LIN FT	4.2000	153.000	642.60	64
076	90 GRAVEL IN DRAINS	CU YD	14.9500	15.400	230.23	23
0	11 LOOSE RIPRAP CLASS 100	CU YD	20.0000	107.100	2142.00	21
0[illegible]	11 ADJUSTING MANHOLES	EACH	600.0000	2.400	1440.00	144
104	11 SEEDING FERT & MULCHING (60 LBS SEED)	ACRE	1530.0000	5.500	8415.00	84
	PRICE AGREEMENT ITEMS					
3001A	11 ON-THE-JOB TRAINING 94005	HOUR	.8000	212.500	170.00	1

DATE 05 16 86 PG. 02 C09928	TOTAL CONTRACT ITEMS		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT		
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

NT VOUCHER

WAY DIVISION

COUNTY	CONTRACT NO. C09928	ESTIMATE NO. 13	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ULVERT PIPE	LIN FT	31.2500	140.000	4375.00	4375.00	
ULVERT PIPE	LIN FT	63.3000	208.000	13166.40	13166.40	
TORM SEWER PIPE	LIN FT	20.4000	83.000	1693.20	1693.20	
TORM SEWER PIPE	LIN FT	20.5000	593.000	12156.50	12156.50	
TORM SEWER PIPE	LIN FT	27.8000	278.000	7728.40	7728.40	
TORM SEWER PIPE	LIN FT	32.9500	880.000	28996.00	28996.00	
TORM SEWER PIPE	LIN FT	47.3000	464.000	21947.20	21947.20	
NITARY SEWER PIPE	LIN FT	10.3500	609.000	6303.15	6303.15	
ANITARY SEWER PIPE	LIN FT	18.5500	102.000	1892.10	1780.80	111.30
ANITARY SEWER PIPE	LIN FT	20.3500	8,524.000	173463.40	156552.55	16910.85
ANITARY SEWER PIPE	LIN FT	30.2000	3,195.000	96489.00	96489.00	
ANITARY SEWER PIPE	LIN FT	33.6000	398.000	13372.80	13372.80	
PIPE UNDER PAVEMENT	LIN FT	25.6000	49.000	1254.40	1254.40	
PIPE UNDER PAVEMENT	LIN FT	25.6000	56.000	1433.60	1433.60	
BESTOS-CEMENT SANITARY SEWER	LIN FT	18.1000	934.300	16910.83	16910.83	
CTILE IRON WATER PIPE	LIN FT	22.7500	146.600	3335.15	3335.15	
XISTING WATER METER VAULT	LUMP SUM	6500.0000	100.000	6500.00	6500.00	
MANHOLES UNDER 10' DEEP	EACH	1525.0000	3.750	5718.75	5718.75	
MANHOLES UNDER 10' DEEP	EACH	1525.0000	15.000	22875.00	20587.50	2287.50
MANHOLES 10' TO 20' DEEP	EACH	2305.0000	.750	1728.75	1728.75	
MANHOLES 10' TO 20' DEEP	EACH	2305.0000	4.750	10948.75	8298.00	2650.75
MANHOLES OVER 20' DEEP	EACH	3460.0000	2.000	6920.00	6055.00	865.00
IN PIPE	LIN FT	4.2000	153.000	642.60	642.60	
DRAINS	CU YD	14.9500	15.400	230.23	230.23	
AP CLASS 100	CU YD	20.0000	107.100	2142.00	2142.00	
MANHOLES	EACH	600.0000	2.400	1440.00	1440.00	
RT & MULCHING (60 LBS SEED)	ACRE	1530.0000	5.500	8415.00	8415.00	
REEMENT ITEMS						
TRAINING 94005	HOUR	.8000	212.500	170.00	170.00	
PG. 02 C09928	TOTAL CONTRACT ITEMS					
	% RETAINED ON CONTRACT ITEMS					
	FORCE ACCOUNT					
	TOTAL PAYMENTS					

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09928

ESTIMATE NO. 13

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AM
3007A	11 CREDIT FOR USE OF PVC	PIPE	LIN FT	1.3000-	200.000	260.00-	2
3010A	11 CREDIT FOR 8" CAST IRON	PIPE	LIN FT	8.5200-	13.000	110.76-	1
3013A	11 TRENCH EXCAVATION		CU YD	68.5000	221.900	15200.15	152
3013A	90 TRENCH EXC IN ROCK		CU YD	68.5000	2,741.800	187813.30	1878
3013B	11 ROCK EXCAVATION		CU YD	64.8000	4.000	259.20	2
3013B	90 MANHOLE EXC IN ROCK		CU YD	64.8000	43.500	2818.80	28
	ADJUSTMENT ITEMS						
6[illegible]1A	11 ASPHALT ESCALATION	JULY	LUMP SUM	638.2800	100.000	638.28	6
6[illegible]2A	11 ASPHALT ESCALATION	JANUARY	LUMP SUM	482.6700	100.000	482.67	4
	MATERIALS ON HAND						
7005	11 GUARD RAIL		LUMP SUM	10000.0000	42.090	4209.00	42
7056A	11 12-INCH PVC PIPE		LIN FT	15.4140	600.000	9248.40	92
7068A	11 SPEC OBSERVATION MANHOLES		LIN FT	2486.1200	1.000	2486.12	24
7085	11 CHAIN LINK FENCING		LUMP SUM	30000.0000	64.390	19317.00	193
7092A	11 GEOTEXTILE FABRIC IN	DRAINS	LIN FT	.4200	1,500.000	630.00	6
7093A	11 GEOTEXTILE FABRIC IN	STABILIZATION	LIN FT	.3400	24,000.000	8160.00	81
7109	11 SINGLE POST SLIP SIGN	SUPPORTS	LUMP SUM	7330.0000	57.000	4178.10	41
7110	11 BREAKAWAY SIGN POSTS		LUMP SUM	1605.0000	51.000	818.55	8
7111	11 SIGNAL POLE MOUNTS		LUMP SUM	6980.0000	67.000	4676.60	46
7123	11 LUMINAIRES LAMPS AND	BALLAST	LUMP SUM	10000.0000	46.620	4662.00	46
7124	11 SWITCHING CONDUIT WIRING	ETC	LUMP SUM	24000.0000	6.000	1440.00	14
7125	11 TRAFFIC SIGNAL	INSTALLATION	LUMP SUM	120000.0000	57.470	68964.00	689
7[illegible]6	11 MODEL 170 CONTROLLER		LUMP SUM	38600.0000	100.000	38600.00	386
	FORCE ACCOUNT ITEMS						
801	11 REMOVE SIDE MATERIAL	SEE 94001				55231.89	552
802	11 TEMP PAVE STRIPPING					1996.54	19
803	11 REPAIR EROSION DAMAGE	DAMAGE				2210.80	22

DATE 05 16 86 PG. 03 C09928	TOTAL CONTRACT ITEMS	
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	
CHECKED BY:	FORCE ACCOUNT	
ENGINEER OR AUDITOR	TOTAL PAYMENTS	

NT VOUCHER

WAY DIVISION

COUNTY	CONTRACT NO. C09928	ESTIMATE NO. 13	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
R USE OF PVC	PIPE	LIN FT	1.3000-	200.000	260.00-	260.00-	
R 8" CAST IRON	PIPE	LIN FT	8.5200-	13.000	110.76-	110.76-	
CAVATION		CU YD	68.5000	221.900	15200.15	15200.15	
C IN ROCK		CU YD	68.5000	2,741.800	187813.30	187813.30	
VATION		CU YD	64.8000	4.000	259.20	259.20	
XC IN ROCK		CU YD	64.8000	43.500	2818.80	2818.80	
NT ITEMS							
SCALATION	JULY	LUMP SUM	638.2800	100.000	638.28	638.28	
SCALATION	JANUARY	LUMP SUM	482.6700	100.000	482.67	482.67	
S ON HAND							
		LUMP SUM	10000.0000	42.090	4209.00	4209.00	
VC PIPE		LIN FT	15.4140	600.000	9248.40	9248.40	
RVATION MANHOLES		LIN FT	2486.1200	1.000	2486.12	2486.12	
K FENCING		LUMP SUM	30000.0000	64.390	19317.00	19317.00	
E FABRIC IN	DRAINS	LIN FT	.4200	1,500.000	630.00	630.00	
E FABRIC IN	STABILIZATION	LIN FT	.3400	24,000.000	8160.00	8160.00	
ST SLIP SIGN	SUPPORTS	LUMP SUM	7330.0000	57.000	4178.10	4178.10	
SIGN POSTS		LUMP SUM	1605.0000	51.000	818.55	818.55	
LE MOUNTS		LUMP SUM	6980.0000	67.000	4676.60	4676.60	
S LAMPS AND	BALLAST	LUMP SUM	10000.0000	46.620	4662.00	4662.00	
CONDUIT WIRING	ETC	LUMP SUM	24000.0000	6.000	1440.00	1440.00	
IGNAL	INSTALLATION	LUMP SUM	120000.0000	57.470	68964.00	68964.00	
CONTROLLER		LUMP SUM	38600.0000	100.000	38600.00	38600.00	
CCOUNT ITEMS							
DE MATERIAL	SEE 94001				55231.89	55231.89	
STRIPPING					1996.54	1989.54	7.00
OSION DAMAGE	DAMAGE				2210.80	2210.80	
PG. 03 C09928		TOTAL CONTRACT ITEMS					
		% RETAINED ON CONTRACT ITEMS					
		FORCE ACCOUNT					
		TOTAL PAYMENTS					

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09928

ESTIMATE NO. 13

FEDERAL AID PROJECT NO.

PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS A
804	11 TREE REMOVAL				1688.29	158

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 05 16 86 PG. 04 C09928	TOTAL CONTRACT ITEMS	2016525.60	19876
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT	61127.52	611
ENGINEER OR AUDITOR	TOTAL PAYMENTS		

NT VOUCHER

WAY DIVISION

COUNTY	CONTRACT NO. C09928	ESTIMATE NO. 13	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
AL				1688.29	1688.29	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

PG. 04 C09928	TOTAL CONTRACT ITEMS	2016525.60	1987652.02	28873.53
	% RETAINED ON CONTRACT ITEMS			
	FORCE ACCOUNT	61127.52	61120.52	7.00
	TOTAL PAYMENTS			

CL 1986-0224

1627

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 3 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - 9928

May 30, 1986

Mid Continent Industrial Services, Inc.
P. O. Box 889
Albany, OR 97321

We have received your letter of May 28, 1986, filing a claim against the following Highway Division contract:

FILED BY: Mid Continent Industrial Services, Inc.

AMOUNT: $85,960.32

FOR: Material

AGAINST (PRIME CONTRACTOR): Mocon Corporation

CONTRACT NO.: 9928

PROJECT: Park Place-Clackamas Community College Section, Cascade Highway South, Clackamus County

SURETY: United Pacific Insurance Company

AGENT: Fred S. James & Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Mocon Corporation
P. O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
Attn: Bond Department
33405 - 8th Avenue, Suite C-3000
Federal Way, WA 98003

RECEIVED
JUN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED ON CARD
6-10-86cc

mcis
mid continent
industrial services

May 28, 1986 File # 2138

Mr. Robert Gormsen
Commission Services
Room 121 Transportation Bldg.
Salem, OR 97301

Subject: CONTRACT #9928 PARK PLACE - CLACKAMAS COMMUNITY COLLEGE
MOCON CORPORATION

Dear Mr. Gormsen:

In accordance with Section 197.28 of the Standard Specifications for Highway Construction - 1974, we are placing a claim for past due invoices on this project.

Mid Continent Industrial Services, Inc. is a subcontractor to Mocon Corporation for this project. Following is a list of past due invoices:

Invoice No.	Date	Description	Amount
2296	5/9/85	Material	$ 866.58
2498	7/30/85	Material	1,930.00
2877	2/10/85	Material	42,072.04
2982	4/3/86	Material	41,091.70
			$ 85,960.32

Very truly yours,

MID CONTINENT INDUSTRIAL SERVICES, INC.

Dolores M. Grell

Dolores M. Grell
Secretary
m

RECEIVED
MAY 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Mocon, P.O. Box 3258, Salem, OR 97302
United Pacific Insurance, P. O. Box 5669, Portland, OR 97228
Ron Koos, PO Box 40, Albany, OR 97321

3505 Marion S.E. • • P.O. Box 889 • • Albany, OR 97321 • • (503) 926 8541

9928

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
3700 SE. 92nd AVENUE, PORTLAND, OR 97266-1997

May 20, 1986

In Reply Refer to:
File No.:

ROBERT MORROW
Mocon Corporation
P. O. Box 3258
Salem, OR 97302

Subject: Bicycle Signing
Park Place –
Clackamas Community College
Cascade Highway South
Contract No. 9928

Attached is a list of bicycle signing that I need to add to our contract work. This signing is an addition of 114 square feet of type "D" signs and 15 square feet of Type "C" signs. The locations for the signs are listed on the attached sheets.

With your agreement, I propose that these signs be added to our contract by extending the existing bid item prices for Type "C" and "D" signs.

Earl Mershon
EARL MERSHON
Project Manager

pa

cc Marion Craft
L. E. George
Bill Geibel
Tim Smith

Attachment

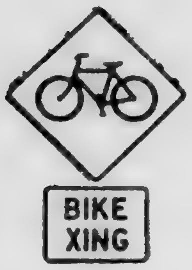
RECEIVED
MAY 21 1986
ROAD DESIGN SECTION

RDE
FDE
SE
LE
LFE
GTE
PDE
PDS
BPM

LPC
LA
LDS
RWD
FLC
OFFICE
Copy All
Return To

734-1963

PARK PLACE- CLACKAMAS COMM. COLLEGE SEC
BIKE LANE
CASCADE HWY SO. CLACKAMAS CO.

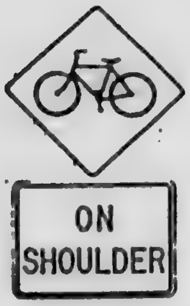


Type "D" 24" x 18"

Sign 62 10 Req'd (60 Sq.ft.)
Type "D"
30" x 30"

STN.	NOTES
GLEN OAK RD.	APPROX. 150' EAST FROM INTERSECTION
CAUFIELD RD.	APPROX. 150' WEST FROM INTERSECTION
"C" 21+00 L.H.	
"C" 14+00 R.H.	
"B" 21+00 R.H.	
"B" 26+00 L.H.	
"R" 96+50 L.H.	MOVE TYPE "I" SIGN FROM "R" 96+50 L.H TO "R" 98+00 L.H. AND INSTALL SIGN 62 AT "R" 96+50 L.H.
"W" 677+00 L.H.	
"W" 669+50 R.H.	
I205 N.B. OFF RAMP 663+00 LH.	

RESIDENT ENGINEER
RECEIVED
MAY 13 1986
Noted ☐ ☐ ☐ ☐
RE



Type "D" 24" x 18"

Sign 63

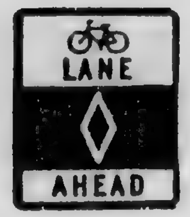
Type "D"
30" x 30"

6 Req'd (54 Sq.ft.)

STN.

235 + 00 L.H.
235 + 00 R.H.
180 + 00 L.H.
180 + 00 R.H.
125 + 00 L.H.
125 + 00 R.H.

RESIDENT ENGINEER
RECEIVED
MAY 1 1986
Noted ☐ ☐ ☐ ☐



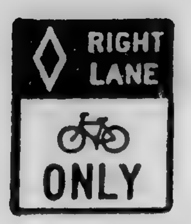
Sign (64)
Type "C"
24" x 30"

1 Req'd (5 Sq.ft.)

STN.

286 + 00 LH

RESIDENT ENGINEER
RECEIVED
MAY 13 1986
Noted ☐ ☐ ☐ ☐
RE

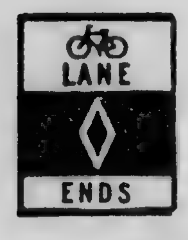

RIGHT
LANE
ONLY

Sign ⟨65⟩ . 1 Req'd (5 Sq. ft.)
Type "C"
24" x 30"

STN.

283+50 L.H.

RESIDENT ENGINEER
RECEIVED
MAY 1 1986
Noted ☐ ☐ ☐ ☐

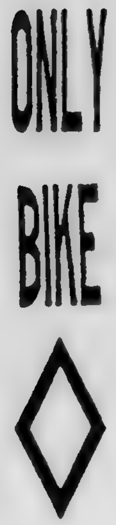


1 Req'd (5 Sq.ft.)

Sign 66
Type "C"
24" x 30"

STN
282+00 R.H

ESIDENT ENGINEE
RECEIVED
MAY 1 1996
loted



Pavement Stencil 12 Req'd

see S-16 for details

STN.	
283+50 L.H.	
256+70 R.H.	
255+20 L.H.	
223+00 L.H.	
224+70 R.H.	
92+30 R.H.	
90+50 L.H.	
75+00 R.H	
72+70 L.H.	
663+00 R.H.	APPROX. 200' EAST FROM STRUCTURE. PARK PLACE INTERCHG.
661+00 L.H.	APPROX. 100' EAST FROM STRUCTURE, PARK PLACE INTERCHG.
655+25 L.H.	APPROX 200' WEST FROM STRUCTURE, PARK PLACE INTERCHG.

ESIDENT ENGINEE
RECEIVED
MAY 13 1986
Noted ☐ ☐ ☐ ☐
RE

CL 1986-C-97

9928

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 19 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - #9928

May 15, 1986

Safety Signal Systems
7002-220th St. S.W.
Mountlake Terrace, WA 98043

Attention: J. E. Stumpf
Corporate Secretary

This will acknowledge your letter of April 9, 1986, with attached Notice of Claim against the following Highway Division contract:

FILED BY:	Safety Signal Systems, Inc.
AMOUNT:	$20,815
AGAINST (Prime contractor):	Mocon Corporation
SUBCONTRACTOR:	MCIS - Mid Continent Industrial Services
CONTRACT NO.:	9928
PROJECT:	Park Place-Clackamas Community College, Cascade Highway South, Clackamas County
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James & Co. of Oregon

NOTED ON CARD
5/21/86 CB

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
MAY 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert W. Gormsen
COMMISSION SERVICES

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
Bond Department
33405-8th Ave. S. C-3000
Federal Way, WA 98003

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188 (10-85)

SAFETY
SIGNAL
SYSTEMS
Incorporated

7002 - 220TH ST. S.W.
MOUNTLAKE TERRACE, WA 98043

(206) 775-1557 or 633-2159

April 9, 1986

State of Oregon
Department of Transportation
Transportation Bldg.
Salem, OR 97310

Re: Notice of Lien; Contract #9928
Traffic Signal Installation, Park Place
Clackamas Community College
Cascade Highway S., Clackamas County

Attention: Commission Services

Gentlemen:

The above referenced lien against MCIS and it's bonding company is enclosed. There are also two copies to forward to the bonding company and the General Contractor if MCIS is not the prime on this project.

Please advise the name and address of the bonding company on this project as well as the general contractor.

Thank you for your cooperation and be assured that we will inform you immediately if the claim is settled.

Very truly yours,

J.E. Stumpf

J.E. Stumpf
Corporate Sec.

RECEIVED
APR 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SAFETY SIGNAL SYSTEMS, INC.
7002 220th S. W.
MOUNTLAKE TERRACE, WA 98043
Phone: (206) 775-1557

Date: April 9, 198

TO: State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN That the undersigned

SAFETY SIGNAL SYSTEMS, INC. **, has a claim in the sum**
(claimant)
of Twenty Thousand, Eight Hundred, Fifteen and 00/00 (20,815.00) **dollars against**
MCIS - Mid Continent Industrial Services **and against the bond**
(contractor)
taken from ______________________ **for the work of**
(surety)
Traffic Signal Installation, Park Place, Clackamas Community College
Cascade Hwy South, Clackamas County
(description of work for which bond was taken)

Contract No. 9928 **Said claim is for** Traffic Signal Equipment

(if for work or labor state nature thereof; if for material or supplies furnished state generally what material or supplies were furnished.)

In the event the above claim is not settled and paid without an action of the courts to enforce the same, in addition to above item, undersigned claims the sum of Two Thousand **dollars as an Attorneys fee, and the sum of** One Thousand **dollars to defray costs of said action.**

SAFETY SIGNAL SYSTEMS, INC.
By Bruce R. Culver, President
Address 7002 220th SW, Mtlk Terrace, WA 98043

Subscribed and sworn to before me this 9th **day of** April **, 19**86

Jeanette C. Stumpf
Notary Public in and for the State of Washington, residing at Lynnwood

RECEIVED
APR [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Filed ______________________

Please forward 1 copy to: Bonding Company
Please forward 1 copy to: General Contractor if MCIS is not the Prime on this project.
CC: MCIS

9928

May 12, 1986

CON 5 -
#9793
#9928
#10,118
#10,040

David J. Buono
Attorney at Law
200 S. W. Market Street, #1410
Portland, OR 97201

As requested, we are attaching the front page, signature page, and copy of performance bond for each of the following contracts. You will note that on Contract No. 10,118 there is a payment bond. Just last year, a payment bond was included in the contract. In previous years, the performance bond was the only bond included in the contract.

Contract No. 9793 with Mocon Corporation for work on SE 122nd-Rock Creek Section

Contract No. 9928 with Mocon Corporation for work on Park Place-Clackamas Community College Section

Contract No. 10,040 with Mocon Corporation for work on SE Sunnyside Road at SE 82nd Avenue

Contract No. 10,118 with Mocon Corporation for work on Hubbard Road Extension.

Robert W. Gormsen
COMMISSION SERVICES

Attachments

bc Marion Craft

fkn

STATE OF OREGON **INTEROFFICE MEMO**

TO: BOB GORMSEN
Highway Commission Secretary

DATE: April 28, 1986

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: OSHD CONTRACTS 9793, 9928, 10,040 AND 10,118

Attached is a letter from an attorney, David J. Buono, requesting several items of information for these projects.

Will you please provide the information he is requesting?

Contract No. 9793 is the 122nd Avenue-Rock Creek project on the Clackamas Highway.

Contract No. 9928 is the Park Place-Clackamas Community College project (the Oregon City Bypass).

Contract No. 10,040 is the SE Sunnyside Road @ SE 82nd Avenue project.

Contract No. 10,118 is the Hubbard Road Extension Section project.

MC/cy/2

Attachments

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

LINDSTEDT & BUONO, P.C.
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO

R. LEE ROSBACK

SUITE 1410
200 MARKET BUILDING
200 S.W. MARKET
PORTLAND, OREGON 97201
TELEPHONE (503) 222-6881

April 21, 1986

Oregon State Highway Department
9002 S.E. McLoughlin
Milwaukie, OR 97222

Gentlemen:

Re: OSHD Contract Nos. 9793, 9928, 10118 and 10040

I represent Pacific Rock Products, Inc., a material supplier to Mocon Corporation in regard to the above-referenced Highway Division contracts. I am in the process of perfecting a claim for collection of balances due Pacific Rock Products, Inc. from Mocon Corporation on each contract. My client forwarded its Notice of Claim to the Secretary of State's office on March 12, 1986.

I would appreciate it if you would provide me with a copy of the front page and signature page of each of the above-referenced contracts, together with a copy of the payment bond supplied on each project. I believe that the bonding company for Mocon Corporation on each project was United Pacific, but I do not have bond numbers.

Thank you in advance for your cooperation.

Respectfully yours,

David J. Buono

David J. Buono

DJB:fjb

cc: Pacific Rock Products, Inc.

1985 Park Place-Clack. Comm. Col. 9928
Sec. Cascade Hwy. SE Oregon City. (Gr
pv, sign, ill, sig. & sanitary sewer)#1

C&A - 8528 10-10-85

4-29-85

8815 3-24-86

3-24-86

N

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the item listed below and report this action for your official records:

MISC. CONTRACTS and
AGREEMENTS No. 281

1) On February 19, 1986, approved a Supplemental Agreement between the Oregon Department of Transportation and Tri-City Service District providing for the additional cost for the sewer installation on the Oregon City Bypass. (Authorized State Highway Engineer to sign agreement.)

Dated this 24 day of March, 1986

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

ES Hunter
2-21-86

CL 1986-0137

9928

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

MAR 23 1986
BARBA[illegible] [illegible]RTS
SECRETARY OF STATE

March 20, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#9928

Capital Enterprise & Engineering Corp.
1230 20th St. S.E.
Salem, OR 97302

Attention: Tammy C. Johnson
Office Manager

We have received your letter dated March 3, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Capital Enterprise & Engineering Corp.
AMOUNT:	$29,200
FOR:	Material
AGAINST (Prime contractor):	Mocon Corporation
SUBCONTRACTOR:	MCIS
CONTRACT NO.:	9928
PROJECT:	Park Place-Clackamas Community College Section, Cascade Highway South, Clackamas County
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Company
Bond Department
33405 8th Ave. S.
Federal Way, WA 98003

United Pacific Insurance Company
825 N.E. Multnomah, Ste. 300
Portland, OR 97232

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
PRI

✓

[illegible]

Capital Enterprise & Engineering Corp.

1230 20th St. S.E. • Salem, Oregon 97302 • (503) 363-9290

March 3, 1986

Mr. Robert Gormsen
Commission Services
Room 121, Transportation Bldg.
Salem, OR 97301

SUBJECT: Contract #9928 Park Place--Clackamas Comm. College
Benton County
Mocon Corporation

Dear Mr. Gormsen;

In accordance with Section 107.28 of the Standard Specifications for Highway Construction - 1974, we are placing a claim for past due invoices on this project.

Capital Enterprise & Engineering Corp. is a supplier to MCIS of Albany, which is a subcontractor to Mocon Corporation for this project. Following is a list of past due invoices:

Inv.#	Date	Description	Amount
612-22	12/17/85	Material	$ 12,400.00
601-56	01/23/86	Material	16,800.00
		TOTAL	$ 29,200.00

Sincerely,

Tammy C. Johnson

Tammy C. Johnson
Office Manager

cc: Mocon
MCIS
United Pacific Insurance

RECEIVED
MAR 4 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9428

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE February 14, 1986

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 1/30/86, and contingent upon modification of Project Agreement if additional funds are required, we approve the revised costs to the Portland General Electric Co. power line relocation on an actual cost basis estimated to be $3,228.40; Federal Funds $2,744.00.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STAT HWY ENGR
FEB 21 '86
REFER TO Potter
FOR

Orig. to
2/21

14. DATE 2/21/86

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9-21:jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-78(3)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
71112

2A. COUNTY NAME
Clackamas

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY ENGR
FEB 18 '86
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE
February 12, 1986

8. FEDERAL ROUTE NUMBER
Primary 78

9. STATE ROUTE NUMBER
Secondary 160

10. GENERAL LOCATION:
Park Place - Clackamas Community College Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additonal funds are required, as requested in Mr. Potter's letter of 2-4-86, you are authorized to proceed with all phases of Right-of-Way acquisition for File 55020 as shown on the Right-of-Way Map 9B-17-13 at a TEC of $500 - Federal Funds $425.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

14. DATE
2/14/86

15. SIGNATURE OF APPROVING OFFICIAL
John D Wichman

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9928

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - LOCATION

LOC 3

TO: L. E. George
Traffic Engineer

DATE: February 7, 1986

FROM: Bill Geibel Bill
Bicycle Program Manager

SUBJECT:
Bikeway Route Signing and Striping
Oregon City Bypass
Park Place-Clackamas Community College Section
Gladstone Interchange-Park Place Interchange Section
Clackamas County

B

This letter is to request a bikeway signing plan for the Oregon City Bypass, currently under construction, and the Park Place Interchange, which is scheduled for revision under the Gladstone Interchange-Park Place Interchange project. Signing continuity between the bypass and the Park Place Bridge bike structure over the Clackamas River is also needed.

The Oregon City Bypass is identified as a bikeway under the Regional Bicycle Route Network established by MSD. Bikeway signing was apparently omitted under the original contract plans. As the Oregon City Bypass is access controlled, it is recommended that signing and striping be limited to the following:

1. "BICYCLES ON SHOULDERS" warning signs approximately every mile.
2. Eight-inch fog lines.
3. "BICYCLE ROUTE" signing at every major intersection.

At Park Place Interchange, the southbound loop ramp is going to be changed to two lanes. Advance "BICYCLE CROSSING" signs are recommended to warn of bicyclists coming from the I-205 bike route by way of the Park Place (Clackamas River) Bridge. Attached are proposed construction plans showing the proposed mountable island treatment to provide a refuge for bicyclists heading for the southbound 10-foot shoulder across the structure. Perhaps painted crosswalks may be in order to identify this crossing point for the cyclist.

Signing from Park Place Interchange along Washington Street to the Clackamas River structure will need to be placed when the Oregon City Bypass is complete.

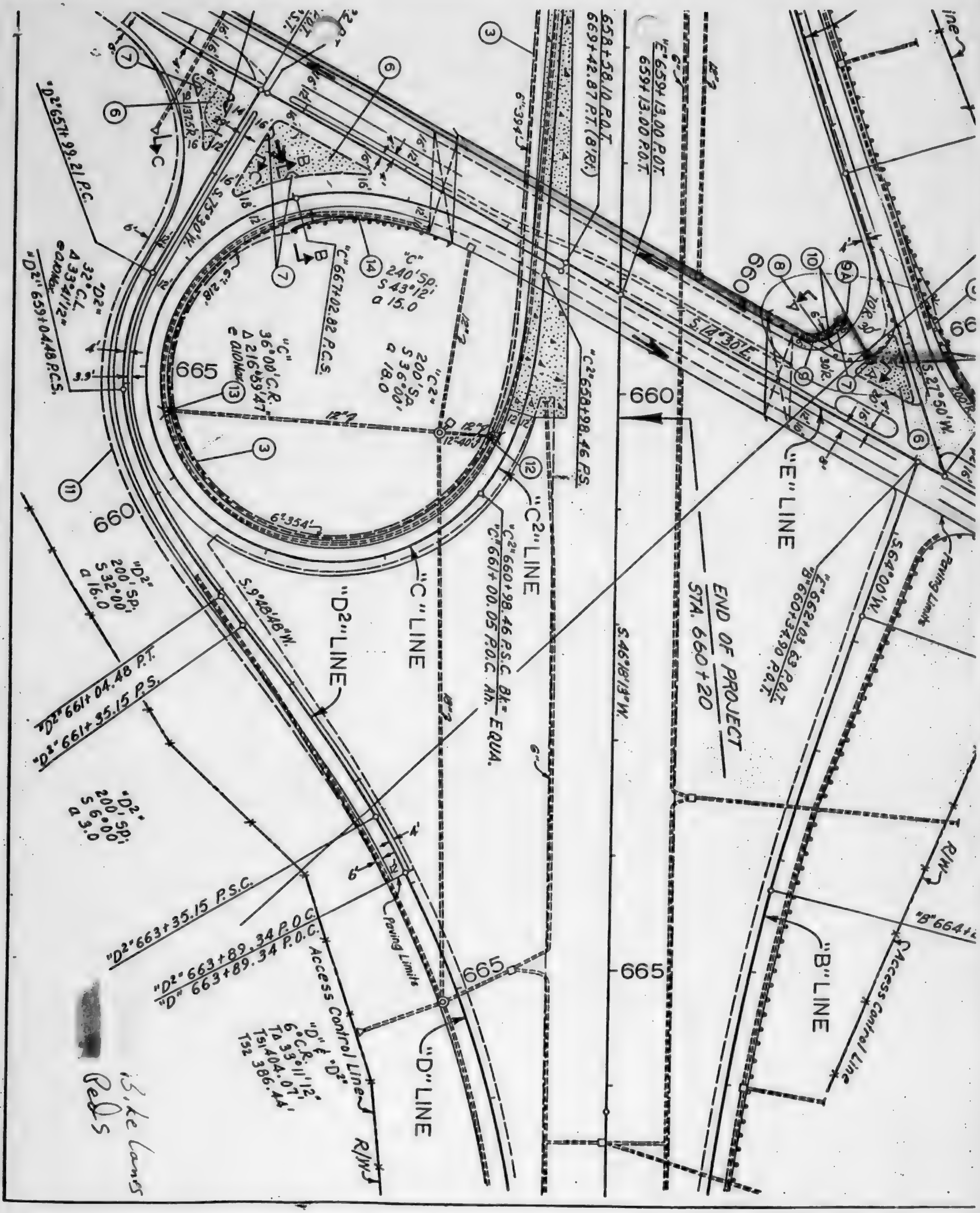
81-125-1387

This signing can be paid for with State funds. After the sign plan is completed, the Project Manager should submit a State Force Order to this office for assignment of Prefix. Work on the sign plan can be charged to C837-1448-901.

BG:ja ge

Attachment

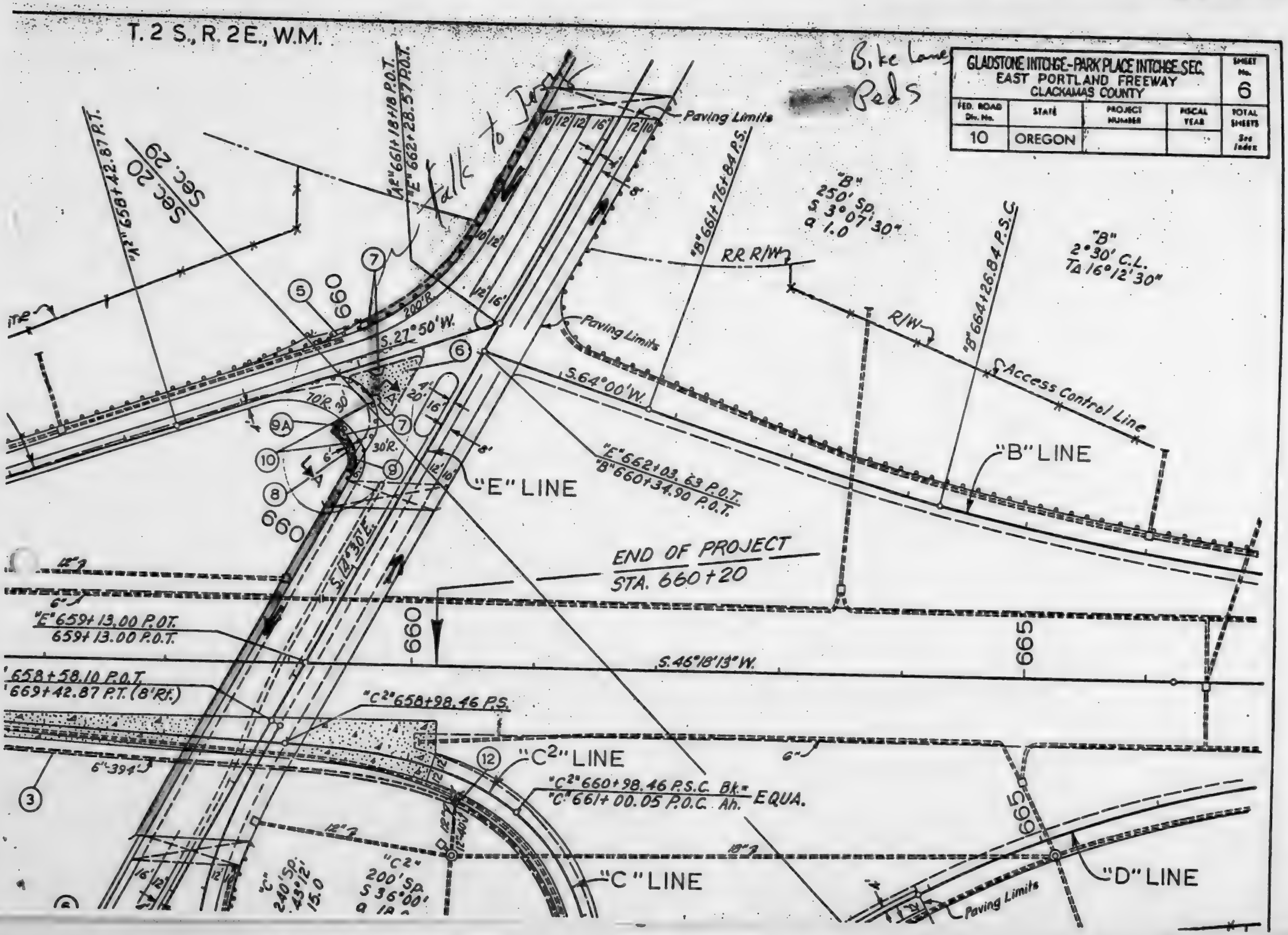
cc Bob Pool w/attach
Ed Hardt "
Earl Mershon "
Jef Kaiser "
Maury Payne "


"D2" 657+99.21 P.C.
"D2" 659+04.48 P.C.S.
"D2" 32° "D2" Δ 33°41'12" e 0.10 Max.
S.73°30'W.
"C" 667+02.82 P.C.S.
"C" 240' Sp. S 43°12' a 15.0
"C" 36°00' C.R. Δ 216°59'47" e 0.10 Max.
"C2" 200' Sp. S 36°00' a 18.0
665
660
665
660
660
665
"D2" 200' Sp. S 32°00' a 16.0
"D2" 200' Sp. S 6°00' a 3.0
S.9°48'48"W.
"D2" 661+04.48 P.T.
"D2" 661+35.15 P.S.
"D2" 663+35.15 P.S.C.
"D2" 663+89.34 P.O.C.
"D" 663+89.34 P.O.C.
"D" & "D2" 6°C.R. Δ 33°11'12" Ts1 404.07' Ts2 386.44'
"D2" LINE
"C" LINE
"C2" LINE
"D" LINE
"E" LINE
"B" LINE
"C2" 660+98.46 P.S.C. Bk. = "C" 661+00.05 P.O.C. Ah. EQUA.
"C2" 658+98.46 P.S.
658+58.10 P.O.T.
659+42.87 P.T. (B'Rt.)
"E" 659+13.00 P.O.T.
659+13.00 P.O.T.
S.46°18'13"W.
S.14°30'E.
S.27°50'W.
S.64°00'W.
END OF PROJECT
STA. 660+20
"E" 662+03.63 P.O.T.
"B" 660+34.90 P.O.T.
"B" 664+
Access Control Line
Access Control Line
Paving Limits
Paving Limits
R/W
R/W
6" 394'
6" 354'
12" 40'
3
3
6
6
6
7
7
7
8
9A
10
11
12
13
14
C
C
B
B
A
A
12"
16'
18'
137.5 R.
30'R.
3.5'
4'
6'
Line

Bike Lanes
Peds

OREGON TRANSPORTATION
...ny Yturri
...tino
...yer
CHAIRMAN
VICE CHAIRMAN
COMMISSIONER
COMMISSIONER
COMMISSIONER
...ECTOR OF TRANSPORTATION
...OFESSION...

[redacted]


T. 2 S., R. 2 E., W.M.
Sec. 20
Sec. 29
"A²" 658+42.87 P.T.
"A²" 661+18+18 P.O.T.
"E" 662+28.57 P.O.T.
Paving Limits
"B" 661+76+84 P.S.
"B"
250' Sp.
S. 3°07'30"
a 1.0
"B"
2°30' C.L.
TA 16°12'30"
RR. R/W
R/W
"B" 664+26.84 P.S.C.
Access Control Line
"B" LINE
S. 27°50' W.
200' R.
660
S. 64°00' W.
Paving Limits
70' R.
30' R.
20'
16'
12'
10'
8'
4'
6'
"E" LINE
"E" 662+03.63 P.O.T.
"B" 660+34.90 P.O.T.
END OF PROJECT
STA. 660+20
"E" 659+13.00 P.O.T.
659+13.00 P.O.T.
660
665
S. 46°18'13" W.
658+58.10 P.O.T.
669+42.87 P.T. (8' Rt.)
"C²" 658+98.46 P.S.
"C²" LINE
"C²" 660+98.46 P.S.C. Bk.=
"C" 661+00.05 P.O.C. Ah. EQUA.
6"-394
6"
12"
18"
"C"
240' Sp.
43°12'
15.0
"C²"
200' Sp.
S 36°00'
a 18.0
"C" LINE
"D" LINE
Paving Limits
S. 14°30' E.
③
⑤
⑥
⑦
⑧
⑨
⑨A
⑩
⑫

Bike Lanes
Peds

Talk to Je...

GLADSTONE INTCHGE.-PARK PLACE INTCHGE. SEC. EAST PORTLAND FREEWAY CLACKAMAS COUNTY				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

94-1

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 4, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Request for Authorization to Proceed
with Acquisition of Right-of-Way
Item No. 71112
Project Nox. IX-78(3)
Park Place-Clackamas Community College Section
Cascade Highway
Clackamas County
File No. 55020

I request your authorization to proceed with the actual acquisition of the above listed file as outlined in red on the enclosed copy of map number 9B-17-13 at an estimated total cost of $500.00 with no increase in federal funds required at this time.

RDF:me
Encl.
cc: Ed Hardt (Metro Region)
Don Aman
General Files ✓

Form 734-3122

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: January 28, 1986

Donald A Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Park Place-Clackamas Community
College Section
Cascade South Highway
Clackamas County
Project #IX-78(3)

We have received one additional file on the above project necessary for the construction of a riprap collection basin. The acquisition of this right-of-way is estimated at $500 and does not require a relocation or moving allowance.

Please program the acquisition of this right-of-way.

The above estimate covers file 55020 as shown on map 9B-17-13.

DA:jh

attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JAN 29 1986
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

9928 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
FEB 5 '86
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Apl | File

7. DATE AUTHORIZATION EFFECTIVE January 30, 1986

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Park Place - clackamas Community College Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 1-23-86 we approve the revised Right-of-Way costs utilizing appropriation Code 177 to a TEC of $5,925,000; Federal Funds $5,036,250.

(Increase TEC $475,000; Federal Funds $403,750)

14. DATE 2/4/86

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

#9721

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 30, 1986

In Reply Refer to
File No.:

RECEIVED
STAT HWY ENGR
FEB 5 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Aerial Power Line Facilities Relocation
Portland General Electric Company
Park Place - Clackamas Community
College Section
Cascade Highway South
Clackamas County
Project No. IX-78(8)

Reference is made to my letter of May 1, 1985 which submitted an estimate of cost for the relocation of Portland General Electric Company's (PGE) aerial power line facilities and to your Letter of Approval and/or Authorization, dated May 7, 1985, which approved participation in the estimated cost of $2,608. Copies of my letter and your PR-1240 are attached.

The relocation of the aerial power line facilities has been completed and a final billing of cost, in the amount of $3,228.40, received. The final cost of $3,228.40 exceeds the estimated cost of $2,607.50 by $620.90 or 23.81%. The cost overrun is due to under estimated labor and material costs required to accomplish the relocation work.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. PGE has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $3,228.40 is requested.

JMC:jr
attachments

cc: E. S. Hunter
J. M. Cartwright
R. L. Fleming
Rich Evans

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 23, 1986

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 71112
Project No. IX-78(3)
Park Place-Clackamas Community College Section
Cascade Highway
Clackamas County

I request your approval of a program change to joint finance the subject project utilizing appropriation code 177 funds for an estimated total increase in acquisition costs of $60,000 with an obligation of $51,000.00 in federal funds.

Enclosed are copies of a modification of project agreement (PR-2A) and a revised project agreement estimate for the revision in financing on the project.

RDF:pf
Enclosure

cc: R. Oakes
Ed Hardt, Metro Region
Wayne Schulte, Metro Region
Jan Peterson
General Files ✓

Form 734-3122

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER		County CLACKAMAS
PROJECT REPORT NUMBER		Project Number IX-78(3)
MODIFICATION NUMBER 6		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 1 , 19 80 . is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,865,000.00	$ 5,925,000.00
	1,447,977.51(580)	1,447,977.51(580)
Federal funds	$ 3,537,272.49(823)	$ 3,537,272.49(823)
		51,000.00(177)
Other revisions		

This modification is made for the following reasons: To include increase in acquisition costs and to joint finance project utilizing appropriation code 177 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

BYX FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

992

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 22, 1986

In Reply Refer To
File No.

Dave Abraham
Director
Clackamas County
Department of Utilities
902 Abernethy Road
Oregon City, OR 97045

Last Friday you handed me a copy of a proposed Supplemental Agreement for the Newell Creek Sewer installation and asked that we review it to determine whether or not it would be acceptable to the Department of Transportation. I have reviewed the agreement with Attorney Jack Sollis and we feel the agreement is acceptable with the understanding that the provision in item 2 of the recitals "When all funds deposited by the District, including interest, with the State of Oregon Local Government Investment Pool have been exhausted to pay the Contractor . . . ." is interpreted to mean, when all funds have been committed or obligated to pay for sewer construction costs including engineering, additional funds will be deposited. This is necessary because actual withdrawal of funds from the pool sometimes lags construction payments by a month or more. As part of the monthly request for payment, we will provide you with information as to the total amount expended or obligated to date for the sewer construction work and our computation of the amount to be deposited.

The second item is the signature page, it should include a space for the region engineer and the assistant attorney general to sign. For your information, I have included a signature page from a previous agreement.

W. E. SCHWARTZ

ALLAN C. HARWOOD
Metro Region Operations Engineer
ACH/cy

RECEIVED
STATE HWY ENGR
JAN 23 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Attachment
bc: Jack Sollis
~~W.~~ E. Schwartz --- w/attachment
C. O. Fredrickson - "

CLACKAMAS COUNTY
DEPARTMENT OF UTILITIES

DAVID J. ABRAHAM, DIRECTOR

January 17, 1986

Allan C. Harwood
Metro Region Operations Engineer
Oregon Department of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

RE: Newell Trunk, Schedule II-A
Park Place-Clackamas Community College Section
Cascade Highway, South

Enclosed is a copy of the proposed supplemental agreement between Tri-City Service District and ODOT as we discussed by telephone today. We have placed this agreement on the County Commissioners' agenda for Thursday, January 23, 1986.

Please review this agreement and let me know prior to January 23rd whether it is acceptable to the Highway Division so that I may have the Commissioners sign it.

David J. Abraham

DAVID J. ABRAHAM
Director

/bk
Enclosure

902 ABERNETHY ROAD • OREGON CITY, OREGON 97045 • 503-655-8521

SUPPLEMENTAL AGREEMENT

THIS SUPPLEMENTAL AGREEMENT is made this _____ day of _____________, 1986, by and between STATE OF OREGON, acting by and through its Department of Transportation (ODOT) and TRI-CITY SERVICE DISTRICT, a County Service District (District) and supplements an agreement between these same parties dated on or about December 27, 1984.

RECITALS

On or about December 27, 1984, District and ODOT entered into an Agreement for inclusion by ODOT of the District's Newell Interceptor Sanitary Sewer and Oregon City's Newell Trunk Schedule II-A within ODOT's contract for construction of the project known as the Park Place - Clackamas Community College Section, Cascade Highway, South, Clackamas County Project IX-78(8). By agreement dated October 25, 1984, Oregon City and District agreed that District would negotiate with ODOT to include Newell Trunk Schedule II-A within ODOT's contract and City agreed to pay District all sums incurred by ODOT's contractor for work performed on Newell Trunk Schedule II-A. District and ODOT agreed that District would reimburse ODOT for costs incurred in Newell Trunk Schedule II-A. On or about March 7, 1985, the Agreement between District and ODOT regarding Newell Trunk Schedule II-A and the Newell Interceptor was approved and Oregon City and District each posted their shares of estimated costs of construction: $265,063.23 and $395,774.54 respectively. District retained from Oregon City's contribution

$6,819.07 for engineer's inspection costs and deposited the balance in an interest bearing account in the State of Oregon Local Government Investment Pool. The contractor encountered rock formations and ODOT has agreed to pay contractor $68.50 per yard of rock extracted within the contract pay limits. The estimated cost of construction to complete the project is approximately $232,000. A dispute has arisen between the District, ODOT and Oregon City as to responsibility for the increased cost. These entities agree the project should be completed and by this Agreement provide a method to complete the project while reserving all rights regarding responsibility for payment of construction costs. The parties have agreed to supplement their original agreement dated December 27, 1984, as follows:

1. District hereby authorizes ODOT to draw upon any interest accrued or subsequently earned from funds deposited by the District (including any funds originating from Oregon City) in the State of Oregon Local Government Investment Pool under an irrevocable limited power of attorney dated on or about March 7, 1985.

2. When all funds deposited by the District, including interest, with the State of Oregon Local Government Investment Pool have been exhausted to pay the Contractor for work perfomed on the Newell Interceptor and/or Newell Trunk Schedule II-A, then District will cause funds to be deposited into its account in the State of Oregon Local Government Investment Pool sufficient to

meet the Contractor's pay request as approved by ODOT's engineer. The cost of construction will also include any engineer's inspection costs. The parties anticipate the Contractor will submit his pay request by the close of each month. ODOT agrees to have the approved pay request provided to the District by the tenth of each month. If the District receives an approved pay request by the tenth of each month, the District shall pay or cause Oregon City to pay the requested amount to its State of Oregon Local Government Investment Pool account by the 20th of that month. Otherwise, District agrees to deposit the requested funds within ten days of receipt of the approved pay request if the approved pay request is provided after the tenth of the month. Notwithstanding the foregoing, no default shall occur if the District pays the required sum within four days after the 20th or the other due date specified above, whichever is applicable.

3. The parties recognize that funds deposited by District with the State of Oregon Local Government Investment Pool intended for the District's Newell Interceptor have been or may be applied to Newell Trunk Schedule II-A. The parties agree that City will pay the costs of construction for Newell Trunk Schedule II-A and these funds will be used to reimburse District to enable District to complete the Newell Interceptor if any portion of District's funds have been applied to Newell Trunk Schedule II-A.

4. If this Agreement or work is terminated, the District

agrees to pay the cost of construction under the contract to the date of termination. If District does not receive the required payment from Oregon City, District may instruct ODOT to terminate work. If payments are not made as required, ODOT may terminate work on the project.

5. This Agreement is made to allow the project to proceed while the parties and the City of Oregon City investigate, negotiate and, if necessary, arbitrate or litigate responsibility for construction costs of project. All rights are reserved by all parties and nothing herein shall be construed as admission of responsibility for any costs of construction under this project.

BOARD OF COUNTY COMMISSIONERS

by____________________________
Chairman

by____________________________
Commissioner

by____________________________
Commissioner

STATE OF OREGON, acting by
and through its Department of
Transportation

by____________________________
Title__________________________

9 1 = x

N

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

October 18, 1985

In Reply Refer To
File No.:

Mr. S. W. Stalick
19842 S. Molalla Ave.
Oregon City, OR 97045

SUBJECT: Oregon City Bypass

This is in response to your letter of September 9, 1985 to Fred Miller with your concerns about the fill construction near the south end of the subject project.

Your suggestion of lowering the grade through this area was considered in the development of the project. As you no doubt are aware, there were a number of factors to be considered in the design of this project, including where and how to bring this end of the bypass back into Molalla Avenue. Lowering the grade of the bypass in the area across Caufield Creek and in the area of the intersection of Lone Oak Road and Caufield Road would have meant buying more property, and creating a more difficult crossroad connection at Lone Oak and Caufield Roads.

The problem with the Bonneville power lines has been considered, and some towers were moved and lines raised for the construction and operation of the highway. If there are these kinds of problems still going on, we will certainly do what is necessary to operate safely.

I appreciate your thoughts and concerns for this section of the Molalla Highway. If I can be of further help or if you have any more questions, please let me know.

Original Signed by
Marion

Marion Craft
Metro Region Construction Engineer

MC/gw

bc: Larry Rulien
Pat Schwartz

MC/10/18/85-6

RECEIVED
STATE HWY ENGR
OCT 22 '85
REFER TO
FOR
Info Inves R/D

9-11-85
Oregon City Ore

Fred Miller
Salem Ore

Dear Sir:

In reference to the Oregon City By Pass.

The fill the contractors put in over Caufield Creek, which is under construction, which is located on the South end of the By Pass. under the Bonneville power lines.

I. have talked to people who work for the contractor, the surveyors and others and we believe the road in the middle is about 10 ft. to high all they have to do is lower the top of the hill down and it would make the road more level and lower from the power lines.

The road is so high it close to the B.nville power lines one line is 225,000 the other is 125,000 volts. One of the contract workers said when he Parked a truck under

9-11-85

the wires he gets a electrical shock, also the surveyor says gets a shock from the transit.

By lowering the road, it would improve the road by making it more level and also safer from the power lines. Thank you

Yours Truly
S. W. Stalick
19582 S. Molalla Ave
Oregon City, Ore
97045

PH. 656-5843

WFS
D/R
M
JWR

RECEIVED
STAT HWY ENGR

SEP 17 '85

REFER TO
E. Hardt

FOR

Info	Invest	R/D	D/R	[illegible]	Act	File
			✓			

RECEIVED
DOT DIRECTOR

SEP 16 '85

REFER TO

FOR

Info	Invest	R/D	D/R	[illegible]	Act	File
			✓			

10-10-85

11

MISC. CONTRACTS and
AGREEMENTS No. 5508

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On June 17, 1985, approved Addendum No. 4 to a Memorandum of Understanding with the Aeronautics Division covering the John Day State Airport. Addendum deletes the language referring to the hangar site lease. (Approved by Duane Christensen for State Highway Engineer.)

2) On July 3, 1985, approved a Letter of Agreement with the Rogue Valley Council of Governments correcting Supplemental Agreement No. 1 dated May 21, 1985, to continue the transportation study in the Medford-Central Point area for Fiscal Year 1985. Letter of Agreement corrects the total PL funds to $45,292.74 of Federal Funds and $5,557.98 of State matching money.

3) On August 14, 1985, signed a letter of agreement with the City of Grants Pass and Josephine County covering jurisdictional responsibilities upon completion of the Foothills Boulevard, Redwood Highway Spur. (Signed by E. S. Hunter, Acting State Highway Engineer.)

4) On September 4, 1985, signed a personal service contract with CH2M/Hill for preliminary engineering on the Uglow-LeCreole Street (Dallas) Section of the Dallas-Rickreall Highway in Polk County at a cost of $65,806 and Wren Hill Curve Section of the Corvallis-Newport Highway in Benton County at a cost of $56,372. (Approved by the Transportation Commission on May 15, 1984. Signed by Acting State Highway Engineer.)

5) On September 5, 1985, approved a personal service contract with Explosives Service Corporation to do trench excavation and installation of sanitary and storm sewer work on the Park Place to Clackamas Community College Section of the Cascade South Highway in Clackamas County. (Contract No. 9928). Time period: September 5, 1985, to October 4, 1985. Cost not to exceed $2,000. (Bob Bothman approved for Acting State Highway Engineer.)

6) On September 5, 1985, signed a personal service contract with Century West Engineering Corp. for preliminary engineering on the Frog Lake-M.P. 66.9 Section of the Warm Springs Highway in Wasco County at a cost of $108,000 and on the Pelton Dam Road-Rimrock Ranch Section of the Warm Springs Highway in Jefferson County at a cost of $56,900. (Approved by the Transportation Commission on July 31, 1984. Signed by Acting State Highway Engineer.)

7) On September 11, 1985, signed a personal service contract with CH2M/Hill for preliminary engineering on the Ten Mile Passing Bay and Wildwood Drive Left-Turn Lane Section of the Oregon Coast Highway in Coos County at a cost of $40,446 and on the McKenzie Highway Passing Bays Section of the McKenzie Highway in Lane County at a cost of $65,958. (Approved by the Transportation Commission on July 31, 1984.)

8) On September 11, 1985, signed a supplemental agreement with HGE, Inc., covering the Umpqua Highway at M.P. 3.43 in Douglas County. Cost of fixed price changes from $34,960 to $35,700.50. (Approved by the Transportation Commission on May 15, 1984.)

9) On September 13, 1985, signed a supplemental agreement with Chronic & Associates for engineering services on three bridges on the John Day Highway in Grant County. Cost of fixed price changes from $66,482 to $68,194.62. All work shall be done within 150 calendar days. (Approved by Transportation Commission on September 20, 1983.)

10) On September 16, 1985, signed a supplemental agreement with OBEC Consulting Engineers for preliminary engineering on the Cogswell Hill Slide Section (M.P. 10.05 to 10.1) on the McKenzie Highway in Lane County. Calendar days are changed from 230 to 352. (Original agreement approved by Transportation Commission on May 15, 1984.)

11) On September 16, 1985, established certain speed zones on the Pacific Highway West, east and west city limits of Dundee, Yamhill County. (Speed Zone Order No. 921).

12) On September 23, 1985, established certain speed zones on the Scholls Highway in the vicinity of Beaverton and Tigard in Washington County, including a 20 mile-per-hour speed zone when children are present at certain sections. Rescinds Speed Zone Order No. 856 dated February 4, 1981. (Speed Zone Order No. 922).

13) On September 24, 1985, approved an agreement with Union County for sno-park enforcement during the period of 1985-86 at Anthony Lakes and Spout Springs Ski Area vicinities. Agreement will terminate on June 30, 1986.

14) On September 25, 1985, signed Supplemental Contract Agreement No. 2 with Cooper Consultants, Inc., for preliminary engineering services on the Willamette Highway Passing Bay in Lane County. Cost of fixed price changes from $48,750 to $66,136.76. Calendar days are changed from 100 to 220. (Original agreement approved by Transportation Commission on May 15, 1984.)

15) On September 25, 1985, approved an agreement with City of Madras for a hydraulic study on The Dalles-California Highway between "K" Street and Oak Street. City to pay 50 percent of the cost of the study or $2,000 whichever is lesser.

16) On September 26, 1985, approved an Intergovernmental Service Agreement with Central Oregon Community College for a welding seminar on October 15, 1985, at a cost of $590.84.

17) On September 26, 1985, approved an Intergovernmental Service Agreement with Central Oregon Community College for a welding seminar on October 22, 1985. Cost $590.84.

18) On September 26, 1985, approved a personal service contract with Shirley Eads to attend the Governor's Tourism Conference on September 30 and October 1, 1985, and establish contact with key travel industry and Chambers of Commerce representatives from various parts of the State regarding the update of public service information in the 14 gazebos owned by the Travel Information Council and located at Highway Division rest areas.

19) On September 30, 1985, approved an Intergovernmental Service Agreement with Oregon Institute of Technology for a small engine seminar on October 22, 1985, at a cost of $290.00.

Dated this 10th day of October, 1985

Larry Rulien, State Highway Engineer

10-8-85

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
OCT 2 '85
REFER TO
FOR

In Reply Refer to
File No

October 1, 1985

Mr. David J. Abraham, Director
Department of Utilities
Clackamas County
902 Abernethy Road
Oregon City, OR 97204

Sanitary Sewer Line Installation
Tri-City Sewer District
Park Place-Clackamas Community
College Section
Cascade Highway South
Clackamas County
Project No. IX-78(8)

Noted
E. S

Dear Mr. Abraham:

Reference is made to the letter agreement between the Oregon State Highway Division and Tri-City Service District dated November 6, 1984, which set forth the terms for the inclusion of the installation of new sanitary sewer line facilities as part of the Park Place-Clackamas Community College Section highway construction project. Reference is also made to my letter of December 27, 1984 which set forth the estimated cost of the sanitary sewer line installation at the low bid unit prices.

As you have been advised, Mocon Corporation, the Highway Division's contractor for the project, during the excavation of the trench for the sanitary sewer line encountered solid rock. Negotiations between the State Highway Division and Mocon Corporation have resulted in a Price Agreement covering an additional Item 3013A for Trench Excavation in Rock at $68.50 per yard and Item 3013B for Adjustment for Manhole Excavation in Rock at $64.80 per cubic yard. A copy of the Price Agreement is attached.

A revised estimate of cost for the sanitary sewer line installation, reflecting the increased cost of rock excavation, is as follows:

Item 1.	Mobilization	7% of L.S.	@	$480,000.00	=	$ 33,600.00
Item 2.	Temporary Protection & Direction of Traffic	2% of L.S.	@	13,000.00	=	260.00
Item 3.	Temporary Signs	70 Sq. Ft.	@	10.00	=	700.00
Item 8.	Flaggers	200 Hours	@	8.50	=	1,700.00
Item 19.	Trench Excavation	15,964 Cu. Yrd.	@	3.70	=	59,066.80
Item 20.	Granular Backfill	3,677 Cu. Yrd.	@	15.75	=	57,912.75
Item 51.	8-inch Sanitary Sewer Pipe	625 Lin. Ft.	@	10.35	=	6,468.75

Item 52.	12-inch Sanitary Sewer Pipe	130 Lin. Ft.	@	18.55	=	2,411.50
Item 53.	18-inch Sanitary Sewer Pipe	12,190 Lin. Ft.	@	20.35	=	248,066.50
Item 54.	21-inch Sanitary Sewer Pipe	3,310 Lin. Ft.	@	30.20	=	99,962.00
Item 55.	24-inch Sanitary Sewer Pipe	739 Lin. Ft.	@	33.60	=	24,830.40
Item 58.	Extra for Pipe Under Pavement	310 Lin. Ft.	@	25.60	=	7,936.00
Item 64.	Concrete Manholes Under 10' Deep	29 Each	@	1,525.00	=	44,225.00
Item 65.	Concrete Manholes, 10'-20' Deep	8 Each	@	2,305.00	=	18,440.00
Item 66.	Concrete Manholes Over 20' Deep	3 Each	@	3,460.00	=	10,380.00
Item 67.	Special Drop Manholes	1 Each	@	3,475.00	=	3,475.00
Item 68.	Special Observation Manholes	1 Each	@	5,395.00	=	5,395.00
Item 93.	Geotextile Fabric in Stabilization	500 Sq. Ft.	@	.80	=	400.00
Item 3013A.	Trench Excavation in Rock	2,970 Cu. Yrd.	@	68.50	=	203,445.00
Item 3013B.	Adjustment for Manhole in Rock	30 Cu. Yrd.	@	64.80	=	1,944.00

Pay Item Cost	$830,618.70
Construction Engineering and Inspection	$ 17,800.00*
TOTAL ESTIMATED COST	$848,418.70

*Construction Engineering and Inspection is expected to overrun this estimated amount.

As previously advised, the Oregon State Attorney General's Office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (your new sanitary sewer line facilities in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The Oregon State Highway Division will be administering the contract for this project, therefore, the Tri-City Service District will be required to forward payment to the Oregon State Highway Division at the earliest possible date.

Tri-City Service District is now requested to forward payment, in the amount of $194,400.00 to cover the additional estimated cost of the sewer line installation. The limited power of attorney authorizing the Department of Transportation to draw on funds deposited with the State of Oregon investment pool will also be acceptable.

Your earliest possible attention to this matter will be greatly appreciated.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC:jr
attach.

bc: D. E. Wilken
E. S. Hunter
D. L. Trout
E. L. Hardt
Earl Mershon
Jan Peterson
R. L. Fleming
Bryant Jackmond

9-25

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 13, 1985
IN REPLY REFER TO
HFO.6-OR

L. W. RULIEN

RECEIVED
STATE HWY ENGR
SEP 18 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

W&S
TAA
9/18

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-78(8)
Park Place - Clackamas Community College
Cascade Highway South
Clackamas County

We have reviewed the executed consultant agreement submitted with Mr. Fredrickson's letter of September 10, 1985, covered by SFO No.5. The selection and approval process used in this instance was not in conformance with current established procedures between OSHD and FHWA. The agreement uses a cost plus fixed fee format but is really a daily rate plus expenses contract. We assume your files contain support data for the "sole source" selection.

Your current procedures do not contain a provision for small purchases of supplies or services as allowed by OMB circular 102. It is our understanding that your agency has authority for small purchases but has not yet implemented a procedure. We recommend developing a procedure that would require a less formal agreement with minimized paperwork for adapting to special conditions. Mr. Fredrickson's submittal does not reflect processing through the Program Section whose personnel have been involved in developing acceptable OSHD/FHWA procedures. We encourage the use of those personnel as a focal point to assure uniform administration and processing of consultant contracts.

We are approving this agreement as a "small purchase "subject to a future determination of participation based on agency ownership. We will look forward to working with you on procedural revisions to include small purchases of services.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Program)
OSHD (C. O. Fredrickson, Const)

jc **STATE COPY** cc: OSHD(Coulter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
AUG - 2 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

NOTED
W. E. SCHWARTZ

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon

IN COMPANY WITH
Earl Mershon, OSHD

DATE OF INSPECTION 7-22 & 7-25-85	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. IX-78(8)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 40 %	WORK COMPLETED 15 %

PARK PLACE - CLACKAMAS COMMUNITY COLLEGE
SOUTH CASCADE HIGHWAY
Grading, Paving, Signing, Illunination, Sanitary Sewer & Signals

In addition to grading and paving, this contract provides for the installation of nearly 17,000 ft. of different sizes of sanitary sewer for the City of Oregon City. The sanitary sewer work is not funded with IX funds. This work is paid for by Oregon City. A considerable amount of solid rock has been encountered in trenching for the sanitary sewer. This matter is being studied by the City's sewer design consultant. This situation while not part of the Federal-aid portion of this project, may result in a delay in completing the project.

On Monday, July 22, 1985 the contractor was rotomilling the cement and subgrade near the north end of the project. He was working on the southbound side and encountering a section of heavy clay in the subgrade. A single pass of the rotomill was not sufficient to pulverize the subgrade to the specified fineness (100% pass NO. 2" sieve and 60% pass No. 4" sieve). Two passes helped and the third and fourth pass did little more to pulverize the finer clods of clay. He was not able to achieve 60% pass on the No. 4. On Tuesday, July 23, 1985 the contractor brought in another rotomill with closer teeth spacing. He worked closely all day with the State inspector trying multiple passes to achieve specified fineness. He came close but was not able to consistently achieve 60% pass the No. 4 sieve. On Wednesday, July 24, 1985 the contractor shut down his operation and the State counselled with their Materials section to determine the importance of achieving the 60% pass the No. 4 sieve. The Materials section advised it is very important that 100% pass the No. 2 sieve but it is satisfactory if 40% or more passes the No. 4 sieve. It appears from the effort made by the contractor, that it is impractical to expect 60% to pass the No. 4 sieve in areas of heavy clay.

(Continued)

The State proposed to change the specification from 60% to 40% pass the No. 4. I agreed provided two passes of the rotomill be mandatory in areas where less than 60% passes the No. 4 sieve. The State and contractor verbally agreed and a Price Agreement effecting this change will be executed.

I inspected the work again on Thursday, July 25, 1985. The contractor was rotomilling soil-cement in the northbound lanes of the north end of the project. The subgrade here has less clay than that encountered Monday and 60% or more passed the No. 4 sieve after one pass of the rotomill.

- TPL -

STATE OF OREGON

INTEROFFICE MEMO

TO: Ed Hunter
Assistant State Highway Engineer

DATE: June 11, 1985

FROM: Richard R. Dunlap Richard R.
Property Management Specialist

SUBJECT: Files 51460 & 51462
Park Place-Clackamas Community College
Cascade Hwy South
Clackamas County

As part of a settlement and Stipulated Final Judgement for the acquisition of Right of Way under File 51464 (shown in red on attached map), the State agreed to transfer to the Defendent two excess properties acquired under the above referenced files. These two parcels are shown in green.

Region has approved the transfer and has supplied the necessary information to write descriptions. As we need to fulfill our obligations under this Stipulated Final Judgement in a timely manner, we request your approval to eliminate the balance of the surplus procedure and to proceed with the transfer.

The two files are transmitted herewith for your reference.

for Dennis Christensen
6/11/85

RECEIVED
STAT HWY ENG.
JUN 11 '85
REFER TO
FOR

[illegible]	[illegible]	R/W	[illegible]	Sign	Act	File

RRD:lds
Attachments

125-1387

#992

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

June 4, 1985

IN REPLY REFER TO
HRW.1-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Right-of-Way Project IX-78(3)
Park Place - Clackamas Community College Section
Cascade Highway South (File 51462)

As requested by Property Management Specialist Richard Dunlap in his May 28, 1985 letter, we approve the new right-of-way line location concerning the subject parcel as shown on sheet #8 of the right-of-way plans.

Our approval action allows you to complete the legal settlement for File 51464.

Sincerely yours,

John D Wickman
for Dale E. Wilken
Division Administrator

cc:
OSHD (J. B. Boyd, R/W)
OSHD (James Dixon, R/W)

RECEIVED
STATE HWY ENGR
JUN 6 '85
REFER TO
Hunter
FOR

nig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTI ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME . Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-25-85

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:

PARK PLACE - CLACKAMAS COMMUNITY COLLEGE

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Utility Adjustment

13. REMARKS

As requested by Mr. Potter's May 1, 1985 letter, this will confirm the advance approval date of April 25, 1985 to proceed with the adjustments to Portland General Electric Company's power line relocation. Reimbursement on an actual cost basis estimated to be $2,608; Federal Funds $2,217 is approved, contingent upon modification of Project Agreement if additional funds are required.

The Agreement with PGE is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STATE HWY ENGR
MAY 8 '85
REFER TO Potter
FOR

Orig to
5/8

14. DATE 5/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9927

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 1, 1985

In Reply Refer to
File No

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

E.S.

SUBJECT: Power Line Facilities Relocation
Portland General Electric Company
Park Place-Clackamas Community College Section
Cascade Highway South
Clackamas County
Project No. IX-78(8)

Here is a copy of an estimate of cost to adjust Portland General Electric Company power line facilities received April 23, 1985, and a sketch showing their proposed relocation.

A certification prepared by Richard L. Fleming as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, the Company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Company's facilities.

Your approval of the actual cost agreement as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 25, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,608.

JCM:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
R. L. Fleming

RECEIVED
STATE HWY ENGR
MAY 3 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

N

CLACKAMAS COUNTY
DEPARTMENT OF UTILITIES

DAVID J. ABRAHAM, DIRECTOR

April 29, 1985

RECEIV
MAY - 1 1985
RR & UTILITY UNIT

Jack M. Cartwright
Utility Relocation Coordinator
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

MISC. CONTRACTS and
AGREEMENTS No. 8215

RE: Tri-City Service District
Park Place-Clackamas Community College Section
Project No. IX-78(8)

Pursuant to the letter agreement between the Oregon State Highway Division and Tri-City Service District dated November 2, 1984, and your letter to me of December 27, 1984, I enclose an "Irrevocable Limited Power to Attorney." The sum of $654,018.70 has been deposited to State Investment Pool Account No. 4841 to pay for the sanitary sewer line installation known as the Newell Interceptor Project.

David J Abraham
DAVID J. ABRAHAM
Director

/bk

Enclosure

902 ABERNETHY ROAD • OREGON CITY, OREGON 97045 • 503-655-8521

85-267

IRREVOCABLE LIMITED POWER OF ATTORNEY
Local Government Investment Pool

TRI-CITY SERVICE DISTRICT, Clackamas County, Oregon, acting herein by and through its Board of County Commissioners, who is duly authorized to so act on behalf of Tri-City Service District, hereby appoints the investment manager of the Oregon State Excess Fund as attorney-in-fact for it, and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H.S. COULTER, State Highway Engineer; VERNON E. SKOOG, Highway Division Controller; FRANK R. GRIFFIN, Highway Division Assistant Controller; or RICHARD HACEK, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

Tri-City Service District has deposited with the State of Oregon Investment Pool No. 4841 the sum of $654,018.70. The purpose of this deposit is to create a fund from which to pay its share of the cost of the NEWELL INTERCEPTOR and NEWELL TRUNK SCHEDULE II-A to be made in connection with the Park Place -- Clackamas Community College Section, Cascade Highway South, Oregon State Highway Division Project No. IX-78(8). By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation, to draw on the account created by this instrument for the purposes stated with the State Excess Fund. The authorized signatures of withdrawal will be any one of the following:

H.S. Coulter
Vernon E. Skoog
Frank R. Giffin
Richard J. Hacek

The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by the Board of County Commissioners of Clackamas County, Oregon this 7 day of March, 1985, by a vote of a majority of the quorum of its governing body.

BOARD OF COUNTY COMMISSIONERS

By: ______________________
Chairman

By: Ed Lindquist
Commissioner

By:
Commissioner

[illegible]

RECEIVED
STATE HWY ENGR
DEC 28 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

December 27, 1984

Mr. David J. Abraham, Director
Department of Utilities
Clackamas County
902 Abernathy Road
Oregon City, OR 97045

Sanitary Sewer Line Installation
Tri-City Sewer District
Park Place-Clackamas Community
College Section
Cascade Highway South
Clackamas County
Project No. IX-78(8)

NOTED
E. S. HUNTER

Dear Mr. Abraham:

Reference is made to the letter agreement between the Oregon State Highway Division and Tri-City Service District dated November 2, 1984, which set forth the terms for the inclusion of the installation of new santitary sewer line facilities as part of the Park Place-Clackamas Community College Section highway construction project. A copy of the letter agreement is attached for your ready reference.

Bids were received by the Oregon Transportation Commission for the Park Place-Clackamas Community College Section project on November 15, 1984. The successful low bidder is Mocon Corporation, P.O. Box 3258; Salem, Oregon 97302.

The estimate cost of the sanitary sewer line installation at the low bid unit prices (copy of bid prices is attached) is as follows:

Item 1.	Mobilization	7% of L.S.	@	$480,000.00 =	$33,600.00
Item 2.	Temporary Protection & Direction of Traffic	2% of L.S.	@	13,000.00 =	260.00
Item 3.	Temporary Signs	70 Sq. Ft.	@	10.00 =	700.00
Item 8.	Flaggers	200 Hours	@	8.50 =	1,700.00
Item 19.	Trench Excavation	18,934 Cu. Yd.	@	3.70 =	70,055.80
Item 20.	Granular Backfill	3,677 Cu. Yd.	@	15.75 =	57,912.75
Item 51.	8-inch Sanitary Sewer Pipe	625 Lin. Ft.	@	10.35 =	6,468.75
Item 52.	12-inch Sanitary Sewer Pipe	130 Lin. Ft.	@	18.55 =	2,411.50

Item 53.	18-inch Sanitary Sewer Pipe	12,190 Lin. Ft.	@	20.35 =	248,066.50
Item 54.	21-inch Sanitary Sewer Pipe	3,310 Lin. Ft.	@	30.20 =	99,962.00
Item 55.	24-inch Sanitary Sewer Pipe	739 Lin. Ft.	@	33.60 =	24,830.40
Item 58.	Extra for Pipe Under Pavement	310 Lin. Ft.	@	25.60 =	7,936.00
Item 64.	Concrete Manholes Under 10' Deep	29 Each	@	1,525.00 =	44,225.00
Item 65.	Concrete Manholes, 10'-20' Deep	8 Each	@	2,305.00 =	18,440.00
Item 66.	Concrete Manholes Over 20' Deep	3 Each	@	3,460.00 =	10,380.00
Item 67.	Special Drop Manholes	1 Each	@	3,475.00 =	3,475.00
Item 68.	Special Observation Manholes	1 Each	@	5,395.00 =	5,395.00
Item 93.	Geotextile Fabric in Stabilization	500 Sq. Ft.	@	.80 =	400.00
	Bid Item Cost				$636,218.70
	Construction Engineering and Inspection				17,800.00
	TOTAL ESTIMATED COST				$654,018.70

As previously advised, the Oregon State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (your new sanitary sewer line facilities in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The Oregon State Highway Division will be administering the contract for this project, therefore, the Tri-City Service District will be required to forward payment to the Oregon State Highway Division before the work is started.

Tri-City Service District is now requested to forward payment, in the amount of $654,018.70, to cover the estimated cost of the sewer line installation. The limited power of attorney authorizing the Department of Transportation to draw on funds deposited with the State of Oregon investment pool will also be acceptable.

Your earliest attention to this matter will be greatly appreciated.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC:jr

attach.

bc: D. E. Wilken
E. S. Hunter
W. F. Cobine
E. L. Hardt
Dave Willhite
Pete Gonzalez
R. L. Fleming

99

STATE COPY

TO BE COMPLETED BY FHWA 122	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon
		COUNTY Clackamas
		PROJECT NO. IX-78(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Park Place-Clackamas Community College

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-84	4.063

OTHER *(Specify)*

FUNDS PRO RATA 85%

ESTIMATED TOTAL COST OF PROJECT $ 6,776,378.00	FEDERAL FUNDS $ 5,759,920.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 12-13-84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon December 5, 1984

Federal Aid Project No. IX-78(8)

Park Place-Clackamas Community College
Cascade Highway South
Clackams County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 69+50 to Sta. 284+00)

Mobilization	Lump Sum	87%	Lump Sum	$ 417,600.00
Temporary Protection and Direction of Traffic	Lump Sum	98%	Lump Sum	12,740.00
Temporary Signs	Sq. Ft.	1,020	10.00	10,200.00
Temporary Barricades	Each	45	100.00	4,500.00
Temporary Guard Rail, Type 2A, Reflectorized	Lin. Ft.	2,475	5.00	12,375.00
Temporary Plastic Safety Markers	Each	80	50.00	4,000.00
Temporary Delineators	Each	8	25.00	200.00
Flaggers	Hour	1,800	8.50	15,300.00
Temporary Slope Drains	Lin. Ft.	100	15.00	1,500.00
Straw Bales	Each	5,600	8.00	44,800.00
Temporary Sediment Fence	Lin. Ft.	200	5.00	1,000.00
Sand Bags	Each	500	4.00	2,000.00
Excelsior Matting	Sq. Yd.	888	2.00	1,776.00
ROADWORK				
Clearing and Grubbing	Lump Sum	All	Lump Sum	83,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	25,200.00
Ditch Excavation	Cu. Yd.	221	10.00	2,210.00
General Excavation	Cu. Yd.	187,311	1.82	340,906.02
Trench Excavation	Cu. Yd.	9,107	3.70	33,695.90
Granular Backfill	Cu. Yd.	612	15.75	9,639.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	73,000.00
Watering	M-Gal.	1,200	16.00	19,200.00
Structure Excavation	Cu. Yd.	275	8.00	2,200.00
Special Wall Backfill	Cu. Yd.	100	20.00	2,000.00
3/4"-0 Aggregate Base	Ton	14,000	7.50	105,000.00
Aggregate Base	Ton	27,000	6.50	175,500.00
Lime Treated Subgrade	Sq. Yd.	62,000	.90	55,800.00

Lime for Treated Subgrade	Ton	1,040	80.00	83,200.00
Cement Treated Base Mixture	Ton	83,000	8.10	672,300.00
Portland Cement in CTB Mixture	Ton	4,560	65.00	296,400.00
Cement Treated Subgrade	Sq. Yd.	120,500	.90	108,450.00
Cement for Treated Subgrade	Ton	3,160	65.00	205,400.00
Class "B" Asphalt Concrete Mixture	Ton	50,000	14.50	725,000.00
Hydrated Lime in Mixture	Ton	600	1.00	600.00
Asphalt Cement in Mixture	Ton	3,000	165.00	495,000.00
Asphalt in Tack Coat	Ton	32	200.00	6,400.00
Concrete in Walls	Cu. Yd.	140	220.00	30,800.00
Reinforcement in Walls	Lbs.	14,000	.40	5,600.00
Concrete Slope Paving	Sq. Yd.	465	27.00	12,555.00
Slope Paving Curbs	Lin. Ft.	180	12.00	2,160.00
12-inch Culvert Pipe	Lin. Ft.	1,227	9.85	12,085.95
18-inch Culvert Pipe	Lin. Ft.	230	31.25	7,187.50
24-inch Culvert Pipe	Lin. Ft.	200	44.60	8,920.00
66-inch Culvert Pipe	Lin. Ft.	196	63.30	12,406.80
72-inch Culvert Pipe	Lin. Ft.	30	125.50	3,765.00
12-inch Storm Sewer Pipe	Lin. Ft.	5,279	20.40	107,691.60
15-inch Storm Sewer Pipe	Lin. Ft.	1,530	20.50	31,365.00
24-inch Storm Sewer Pipe	Lin. Ft.	260	27.80	7,228.00
27-inch Storm Sewer Pipe	Lin. Ft.	900	32.95	29,655.00
36-inch Storm Sewer Pipe	Lin. Ft.	400	47.30	18,920.00
12-inch PVC Pipe	Lin. Ft.	605	21.20	12,826.00
12-inch Polyethylene Pipe	Lin. Ft.	360	25.35	9,126.00
Extra for Pipe Under Pavement	Lin. Ft.	896	25.60	22,937.60
Impermeable Membrane	Sq. Yd.	1,500	4.70	7,050.00
8-inch Asbestos-Cement Sanitary Sewer	Lin. Ft.	800	18.10	14,480.00
8-inch Ductile Iron Water Pipe	Lin. Ft.	190	22.75	4,322.50
14"x8 Tapping Sleeve and Valve	Each	1	2,355.00	2,355.00
Relocate Existing Water Meter Vault	Lump Sum	All	Lump Sum	6,500.00
Concrete Manholes, Under 10' Deep	Each	12	1,525.00	18,300.00
Concrete Manholes, 10' to 20' Deep	Each	1	2,305.00	2,305.00
Concrete Inlets, Type CG-1	Each	25	425.00	10,625.00
Concrete Inlets, Type D	Each	1	425.00	425.00
Concrete Inlets, Type G-2	Each	33	425.00	14,025.00
Concrete Inlets, Type G-2M	Each	7	425.00	2,975.00
Concrete Inlets, Type G-2MA	Each	3	425.00	1,275.00
6-inch Drain Pipe	Lin. Ft.	6,615	4.20	27,783.00
8-inch Drain Pipe	Lin. Ft.	760	4.50	3,420.00
Gravel in Drains	Cu. Yd.	134	14.95	2,003.30

Guard Rail, Type 2A	Lin. Ft.	15,295	9.00	137,655.00
Guard Rail, Type 3	Lin. Ft.	100	20.00	2,000.00
Guard Rail Anchors, Type 1	Each	36	275.00	9,900.00
Guard Rail Anchors, Type 1 Modified	Each	1	275.00	275.00
Rail End Pieces, Type C	Each	37	80.00	2,960.00
Type 2 Fence	Lin. Ft.	7,700	1.33	10,241.00
20' Single Gates	Each	1	400.00	400.00
CL-6 Chain Link Fence	Lin. Ft.	1,750	4.93	8,627.50
CL-6 Chain Link Fence with Pickets	Lin. Ft.	9,200	8.89	81,788.00
Concrete Walks	Sq. Yd.	1,950	12.00	23,400.00
Concrete Driveways	Sq. Yd.	89	14.00	1,246.00
Concrete Curbs	Lin. Ft.	4,000	5.10	20,400.00
Extra for Asphalt Approaches	Each	511	140.00	7,140.00
Paved Culvert End Slopes	Sq. Ft.	165	5.00	825.00
Drainage Curbs	Lin. Ft.	6,970	1.40	9,758.00
Geotextile Fabric in Drains	Sq. Yd.	1,261	2.00	2,522.00
Geotextile Fabric in Stabilization	Sq. Yd.	27,000	.80	21,600.00
Loose Riprap, Class 100	Cu. Yd.	277	20.00	5,540.00
Grouted Riprap	Cu. Yd.	238	49.00	11,662.00
Delineators, Type 2	Each	130	17.00	2,210.00
Delineators, Type 3	Each	200	21.00	4,200.00
Delineators, Type 4	Each	40	10.00	400.00
Adjusting Manholes	Each	4	600.00	2,400.00
Adjusting Inlets	Each	4	150.00	600.00
Seeding, Fertilizing and Mulching (60 lbs. Seed)	Acre	16	1,530.00	24,480.00
Seeding, Fertilizing and Mulching	Acre	4	1,675.00	6,700.00
SIGNING				
Removal of Existing sign Installations	Lump Sum	All	Lump Sum	800.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,625.00
Sign Support Footings	Lump Sum	All	Lump Sum	4,925.00
Single Post Slip Sign Supports	Lump Sum	All	Lump Sum	7,330.00
Breakaway Sign Posts	Lump Sum	All	Lump Sum	1,605.00
Single Pole Mounts	Lump Sum	All	Lump Sum	6,980.00
Type "AA" Signs in Place	Sq. Ft.	1,154	18.00	20,772.00
Type "C" and "D" Signs in Place	Sq. Ft.	360	9.00	3,240.00
Type "EE" and "M" Signs in Place	Sq. Ft.	19	12.00	228.00
Type "I" Signs in Place	Sq. Ft.	152	14.00	2,128.00
Type "U" Signs in Place	Sq. Ft.	50	16.00	800.00
Move, Modify and Reinstall				

Existing Signs	Lump Sum	All	Lump Sum	1,500.00
Sign Illumination Equipment	Lump Sum	All	Lump Sum	3,000.00
Mono-Directional Crystal Type 1 Markers	Each	1,160	3.00	3,480.00
Bi-Directional Yellow Type 1 Markers	Each	1,380	3.00	4,140.00
				$ 4,962,647.67

Anticipated Items

Permanent Pavement Striping	All Required			$ 22,000.00
Temporary Pavement Striping	All Required			3,000.00
On-the-job Trainees	Hours	3,000		2,400.00
				$ 27,400.00
			Subtotal	$ 4,990,047.67
			Engineering	623,755.33
			Total	$ 5,613,803.00

Type Code Y030
Illumination (Sta. 69+50 to Sta. 284+00)

Pole Foundations	Lump Sum	All	Lump Sum	$ 15,000.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	14,000.00
Luminaires, Lamps and Ballast	Lump Sum	All	Lump Sum	14,000.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	42,000.00
			Subtotal	$ 85,000.00
			Engineering	10,625.00
			Total	$ 95,625.00

Type Code Y031
Traffic Signals

Mobilization	Lump Sum	6%	Lump Sum	$ 28,800.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	150,000.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	40,000.00
				$ 218,800.00

Anticipated Items

State Furnished Prom & Program	All Required		$ 3,500.00
Signal Controller Testing & Turn-on	All Required		9,100.00
			$ 12,600.00
		Subtotal	$ 231,400.00
		Engineering	28,925.00
		Total	$ 260,325.00
Length of Project			4.063 miles
Roadway Cost Per Mile			$ 1,381,689.15

Retain in Reserve

Slide Correction	All Required		$ 600,000.00
Drainage	All Required		100,000.00
PGE Line Extension	All Required		5,000.00
Adjusting Signal Heads & Loops	All Required		12,000.00
			$ 717,000.00
		Engineering	89,625.00
		Total	$ 806,625.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$5,613,803.00	$4,771,732.00	$ 842,071.00
Illumination	95,625.00	81,281.00	14,344.00
Traffic	260,325.00	221,276.00	39,049.00
Subtotal	$5,969,753.00	$5,074,289.00	$ 895,464.00
Reserve	806,625.00	685,631.00	120,994.00
Total	$6,776,378.00	$5,759,920.00	$1,016,458.00

Group 1 - 90%   Group 8 - 1%   Group 9 - 9%
Contract No. 9928
Prefix: 103-1964 P.E.
Prefix: 103-1074

Appn Code 580

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required			$ 1,000.00
Single Mailbox Supports	Each	11	100.00	1,100.00
Multiple Mailbox Supports	Each	6	150.00	900.00
Mailbox Concrete Collars	Each	6	100.00	600.00
				$ 3,600.00

NONPARTICIPATING SANITARY SEWER WORK

Mobilization	All Required	(7%)		$ 33,600.00
Temporary Protection and Direction of Traffic	All Required	(2%)		260.00
Flaggers	Hour	200	8.50	1,700.00
Temporary Scour Holes	Each	2	250.00	500.00
Trench Excavation	Cu. Yd.	18,934	3.70	70,055.80
Granular Backfill	Cu. Yd.	3,667	15.75	57,755.25
8-inch Sanitary Sewer Pipe	Lin. Ft.	625	10.35	6,468.75
12-inch Sanitary Sewer Pipe	Lin. Ft.	130	18.55	2,411.50
18-inch Sanitary Sewer Pipe	Lin. Ft.	12,190	20.35	248,066.50
21-inch Sanitary Sewer Pipe	Lin. Ft.	3,310	30.20	99,962.00
24-inch Sanitary Sewer Pipe	Lin. Ft.	739	33.60	24,830.40
Extra for Pipe Under Pavement	Lin. Ft.	310	25.60	7,936.00
Concrete Manholes, Under 10' Deep	Each	29	1,525.00	44,225.00
Concrete Manholes, Over 20' Deep	Each	8	2,305.00	18,440.00
Concrete Manholes, Over 20' Deep	Each	3	3,460.00	10,380.00
Special Drop Manholes (Sta. 3+00)	Each	1	3,475.00	3,475.00
Special Observation Manholes (Sta. 6+97)	Each	1	5,395.00	5,395.00
Geotextile Fabric in Stabilization	Sq. Yd.	500	.80	400.00
			Subtotal	$ 639,461.20
			Engineering	79,932.80
			Total	$ 719,394.00

WH:bkb

December 6, 1984

Hocon Corporation
P. O. Box 3258
Salem, OR 97302

CON 5

#9928

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9928 for work on the Park Place-Clackamas Community College Section of Cascade Highway South in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: United Pacific Insurance Company
825 N. E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Company
Bond Department
33405 - Eighth Avenue So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Dave Willhite

MOCON CORPORATION

November 20, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen

Project: Park Place-Clackamas Community College
Cascade Highway South

Re: Documentation of DBE/MBE Participation

Gentlemen:

MOCON Corporation will utilize the following subcontractors for the various items of work listed to fulfill contract goals for DBE/MBE participation. These goals are: DBE-$590,490.89 and WBE-$118,098.18.

1. Aichele Landscaping, Inc. WBE - $ 10,580.00
   11360 S.E. Stevens Road
   Portland, Oregon 97266
   503-654-8816
   Ben Fox

104.	Seeding, Fertilizing, & Mulch	8,000.00
105.	Seeding, Fertilizing, & Mulch	2,580.00

2. Dirt & Aggregate Interchange, Inc. DBE - $141,313.75
   20905 N.E. Sandy Blvd.
   Troutdale, Oregon 97060
   503-661-5093
   Joe Martin

77.	Guard Rail, Type 2A	126,183.75
78.	Guard Rail, Type 3	1,995.00
79.	Guard Rail Anchors, Type 1	9,900.00
80.	Guard Rail Anchors, Type 1M	275.00
81.	Rail End Piece, Type C	2,960.00

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

3. Young Mountain Contractors, Inc. DBE - $452,850.00
2700 19th St., S.E.
Salem, Oregon 97302
503-581-7101
Wade Wakayama

27.	Lime Treated Subgrade	55,800.00
28.	Lime for Treated Subgrade	83,200.00
31.	Cement Treated Subgrade	108,450.00
32.	Cement for Treated Subgrade	205,400.00

4. Gaynetco, Inc. WBE - $ 69,813.60
6505 N.E. Columbia Blvd.
Portland, Oregon 97218
503-287-7509
Gaynet Melsheimer

3.	Temporary Signs	10,169.40
4.	Temporary Barricades	2,137.50
6.	Temp. Plastic Safety Markers	2,736.00
7.	Temp. Delineators	136.80
106.	Remove Existing Sign	190.00
107.	Wood Sign Posts	1,615.00
109.	Sngl. Post Slip Sign Sup.	7,210.00
108.	Sign Support Footings	4,465.00
110.	Breakaway Sign Posts	1,638.75
111.	Signal Pole Mounts	6,483.75
112.	Type "AA" Signs in place	19,733.40
113.	Type "C" & "D" Signs in place	2,905.20
114.	Type "EE"& "M" Signs in place	216.60
115.	Type "I" Signs in place	1,877.20
116.	Type "U" Signs in place	760.00
117.	Move, Modify & Reinstall sign	1,187.50
119.	Mono-directional Type 1	2,749.20
120.	Bi-directional Type 1	3,601.80

5. Walts Concrete Co. WBE - $ 47,940.10
410 Jasper Rd.
Springfield, Oregon 97478
503-746-3673
Roger Langelois

69.	Concrete Inlets, CG-1	8,750.00
70.	Concrete Inlets, D	325.00
71.	Concrete Inlets, G-2	10,395.00
72.	Concrete Inlets, G-2M	2,240.00
73.	Concrete Inlets, G-2MA	960.00
88.	Concrete Curbs	16,000.00
91.	Drainage Curbs	9,270.10

By utilizing all of the contractors listed in this letter, MOCON's DBE/MBE/WBE participation exceeds the contract goals as follows:

PARTICIPATION	GOAL	ACTUAL	% OF GOAL
DBE	$590,490.89	$594,163.75	101%
WBE	118,098.18	128,333.70	109%

Please call if there are any questions. Thank you.

Sincerely,

MOCON CORPORATION
Wendell E. Larson

Wendell E. Larson

RECEIVED
NOV 21 1
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

[illegible]

ROAD DESIGN-HIGHWAY DES 16

Dave Willhite
Project Manager

December 3, 1984

Fred Eriksen
Final Design Supervisor

Park Place-Clackamas Community College
Cascade Highway South
Clackamas County

We are transmitting to you the Traffic Vicinity Map and the Revised Traffic Vicinity Map for the Clackamas Community College Intersection.

The Traffic Section reviewed the design of this intersection and they prefer that the roadway section, west of the intersection be shifted 12' to the South. There is no change in the centerline alignment. The shifted roadway section will then be compatible with Drg. 8789, which is included in the contract plans.

Rather than prepare a new drawing in Final Design and submit the drawing to the Contractor, we are requesting that you stake in the field the west leg of the intersection as shown on the Revised Traffic Vicinity Map and inform the Contractor of the roadway shift. The shift should not change the scope of work or the amounts of materials and labor required.

After the Park place-Clackamas Community College Contract is completed, we need to have show the roadway shift on the "As-Constructed" Drawings.

Thanks.

FE:AL:mg

cc: L. E. George

bc: Art Louie mc

Doc

RECEIVED
DEC 4 1984
ROAD DESIGN
SECTION

Versteeg
Anderson
Adams
Macnab
Edward
Terpin
Trout
Wakerlig

1 Duane
Do Not File
Return
Bring Up
Action

Tia 7-4-1
C [illegible] City

November 2, 1984

Mr. David J. Abraham
Utilities Director
Dept. of Environmental
Services
Clackamas County
902 Abernathy Road
Oregon City, OR 97045

Sanitary Sewer Line Installation
Tri-City Sewer District
Park Place-Clackamas Community
College Section
Cascade Highway South
Clackamas County
Project No. IX-78(8)

NOTED
E. S. HUNTER

Dear Mr. Abraham:

The Oregon State Highway Division, at the request of the Tri-City Service District, has included the installation of new sanitary sewer line facilities as part of the Park-Place-Clackamas Community College Section highway construction project. The proposed installation is as shown on highway project plan Sheets 13 through 23 which are as proposed by the District's Consulting Engineer, Gary M. Buford & Associates, Inc. Copies of the plan sheets and the projects Special Provisions and Supplemental Standard Specifications are enclosed.

The sanitary sewer line facilities to be installed are new facilities and not replacements, therefore, the cost of the installation is the responsibility of Tri-City Service District.

The installation of the sanitary sewer line facilities are contained in the State's highway construction contract under several bid items. Since the sanitary work constitutes assubstantial portion of the contract work, the District is expected to participate in a share of the cost of the following bid items:

Item 1. Mobilization
Item 2. Temporary Protection & Direction of Traffic
Item 3. Temporary Signs
Item 8. Flaggers

RECEIVED
STAT. HWY ENGR
NOV 5 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

The estimated cost of the sanitary sewer line facilities, at the Engineer's unit bid prices, are as follows:

Item 1.	Mobilization	7% of L.S.	@	$430,000	=	$ 30,100
Item 2.	Temporary Protection & Direction of Traffic	2% of L.S.	@	27,600	=	552
Item 3.	Temporary Signs	70 Sq. Ft.	@	6	=	420
Item 8.	Flaggers	200 Hours	@	17	=	3,400
Item 19.	Trench Excavation	18,934 Cu. Yd.	@	9	=	170,406
Item 20.	Granular Backfill	3,677 Cu. Yd.	@	12	=	44,124
Item 51.	8-inch Sanitary Sewer Pipe	625 Lin. Ft.	@	12	=	7,500
Item 52.	12-inch Sanitary Sewer Pipe	130 Lin. Ft.	@	20	=	2,600
Item 53.	18-inch Sanitary Sewer Pipe	12,190 Lin. Ft.	@	12	=	146,280
Item 54.	21-inch Sanitary Sewer Pipe	3,310 Lin. Ft.	@	22	=	72,820
Item 55.	24-inch Sanitary Sewer Pipe	739 Lin. Ft.	@	28	=	20,692
Item 58.	Extra for Pipe Under Pavement	310 Lin. Ft.	@	10	=	3,100
Item 64.	Concrete Manholes Under 10' Deep	29 Each	@	1,000	=	29,000
Item 65.	Concrete Manholes, 10'-20' Deep	8 Each	@	1,450	=	11,600
Item 66.	Concrete Manholes Over 20' Deep	3 Each	@	1,900	=	5,700
Item 67.	Special Drop Manholes	1 Each	@	2,000	=	2,000
Item 68.	Special Observation Manholes	1 Each	@	5,000	=	5,000
Item 93.	Geotextile Fabric in Stabilization	500 Sq. Yd.	@	0.75	=	375
	TOTAL ESTIMATED COST					$555,669

The question as to who will perform the Construction Engineering and Inspection has not been settled. David A. Willhite, Project Manager for the Highway Division has presented an estimate of cost for Construction Engineering and Inspectionsof $17,800 in a letter to Lisa Bartholomew, Dillingham Construction, dated October 11, 1984. It is recommended that the State Highway Division provide the Construction Engineering and Inspection. A decision on this matter should be made at the earliest possible date. Bids are scheduled to be received on the Park Place-Clackamas Community College Section of the Cascade Highway South on November 15, 1984.

The Oregon State Attorney General's office has set forth an opinion, based on the statutes governing the allocation of highway construction costs, that the cost of non-highway construction (your new sanitary sewer line facilities in this case) must be deposited with the agency administering the highway construction contract in advance of actual construction. The Oregon State Highway Division will be administering the contract for this project, therefore, the Tri-City Service District will be required to forward payment to the Oregon State Highway Division before the work is started.

Upon award of the State's contract for the subject project, Tri-City Service Dst. will be advised of the unit bid prices for the sanitary sewer line installation submitted by the accepted low-bid contractor. Tri-City Service District will be requested, at that time, to forward payment to cover the cost of the sewer line installation. The Limited Power of Attorney authorizing the Department of Transportation to draw on funds deposited with the State of Oregon Investment Pool will be acceptable.

If the terms set forth above for the installation of your new sanitary sewer line facilities are acceptable to the Tri-City Service District, please have the appropriate official(s) execute two (2) copies of this letter in the space provided below and return the two copies to this office.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

APPROVED:

TRI-CITY SERVICE DISTRICT

DATE______________________________

BY______________________________

BY______________________________

BC: D. E. Wilken
/E. S. Hunter
W. F. Cobine
E. L. Hardt
Dave Willhite
Pete Gonzalez
R. L. Fleming
JMC/vlw

·rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/24/84

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:

Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK

Grade, drain, high type pavement, illumination and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 10/22/84

13. REMARKS

As requested by Mr. Potter's letter of 10/22/84 the revised PS&E documents are approved at a TEC of $7,160,319; Federal Funds $6,086,271.

A signed copy of the revised Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
NOV 2 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. w/ att. to 11/2

14. DATE 10/31/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev 12-79) PREVIOUS EDITIONS MAY BE USED

9928

OREGON STATE HIGHWAY DEPARTMENT

TO: WAYNE SCHULTE

SUBJECT: PARK PLACE-- CLACKAMAS COMMUNITY COLLEGE

FROM: CURT DUVAL

DATE: 10/12/84

NO COMMENTS FROM: D. Willhite (Project Manager), J. McClure or D. Fleming.

COMMENTS:

C. Duval:	Comments to Fred Eriksen over phone.
T. Schwab:	On Sheet 2K, there should be a traffic signal at the intersection marked.
J. Kaiser:	I have referred to Environmental Section in Salem.

PROGRAM SECTION
MANAGER e RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 16 1984
REFER TO Zehner
R/D ___ ACT ✓ REPLY ___
DISC ___ INFO ___ FILE ___

cc: Don Adams

Dana Boyd
(SIGNATURE)

PLEASE REPLY HERE

Cabine:
Comments from Metro Region staff. No comments as yet from Clackamas County or City of Oregon City.

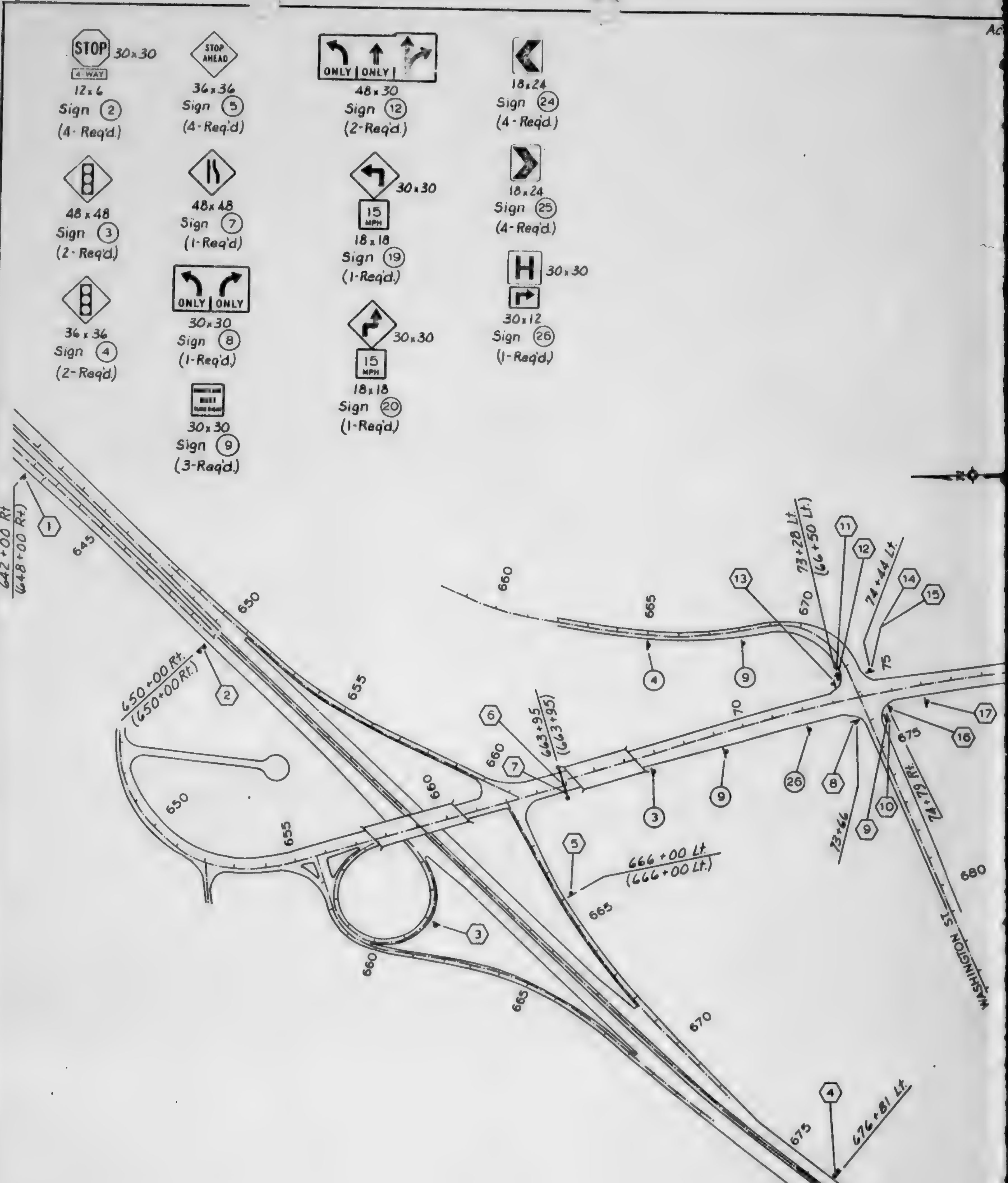
CC: ___

Wayne Schulte
(SIGNATURE)

10/15/84
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

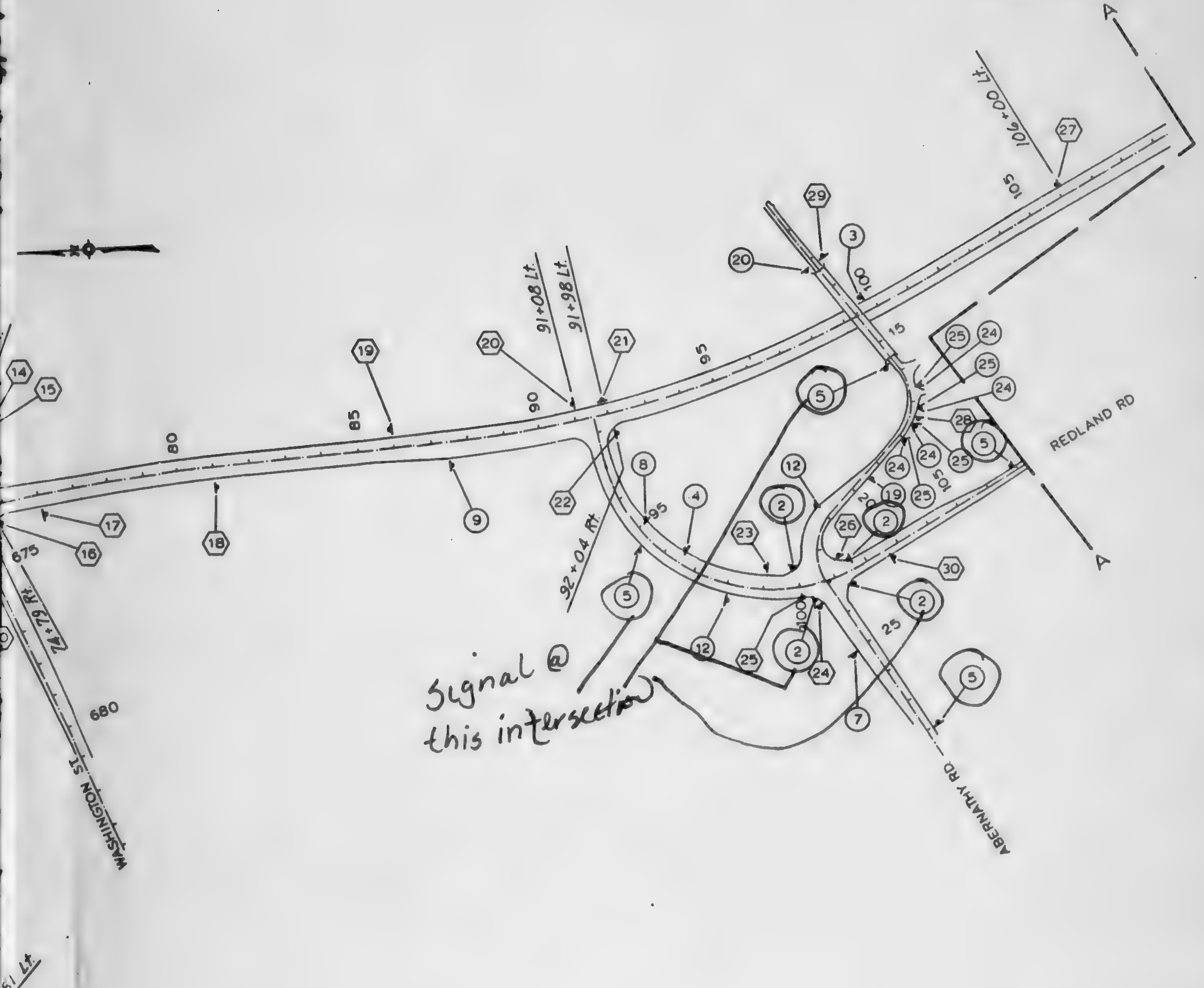

STOP
4-WAY
30x30
12x6
Sign ②
(4-Req'd.)
STOP AHEAD
36x36
Sign ⑤
(4-Req'd.)
ONLY | ONLY |
48x30
Sign ⑫
(2-Req'd.)
18x24
Sign ㉔
(4-Req'd.)
48x48
Sign ③
(2-Req'd.)
48x48
Sign ⑦
(1-Req'd.)
30x30
15 MPH
18x18
Sign ⑲
(1-Req'd.)
18x24
Sign ㉕
(4-Req'd.)
H
30x30
30x12
Sign ㉖
(1-Req'd.)
ONLY | ONLY
30x30
Sign ⑧
(1-Req'd.)
36x36
Sign ④
(2-Req'd.)
30x30
15 MPH
18x18
Sign ⑳
(1-Req'd.)
30x30
Sign ⑨
(3-Req'd.)
642+00 Rt.
(648+00 Rt.)
1
645
650
650+00 Rt.
(650+00 Rt.)
2
655
650
655
660
6
7
663+95
(663+95)
660
3
5
666+00 Lt.
(666+00 Lt.)
665
3
660
665
670
660
665
4
9
70
9
3
26
8
13
73+28 Lt.
(66+50 Lt.)
670
11
12
74+44 Lt.
14
15
75
17
16
675
10
9
73+66
74+79 Rt.
680
WASHINGTON ST.
4
676+81 Lt.
675
Ac

FORM NO 734-1703

Accompanied By Drwg. No's. S-1, S-2, S-4, S-5, S-6, S-7, S-9, S-10, S-12

PARK PLACE - CLACKAMAS COMMUNITY COLLEGE SEC. CASCADE HIGHWAY SOUTH CLACKAMAS COUNTY				SHEET No. 2K
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

PERMANENT SIGNING
SIGN PLANS


A
A
106+00 Lt.
105
27
29
3
20
100
15
25
24
25
24
28
5
25
REDLAND RD
24
24
105
19
25
20
2
26
30
2
25
5
7
24
2
25
12
100
12
2
23
4
8
95
22
92+04 Rt.
5
21
91+96 Lt.
91+08 Lt.
20
90
95
19
85
80
9
18
17
16
14
15
675
74+79 Rt.
680
WASHINGTON ST.
ABERNATHY RD.
81 Lt.

Signal @ this intersection

100+00 Rt. / (100+00 Rt.) = New Sign Location / Existing Sign Location

Signs Not Shown To Remain In Place

9731

160

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: October 11, 1984

FROM: Art Louie AL
Intermediate Designer, P.E.

SUBJECT: Geotechnical Status Report Sept. 28, 1984
Park Place-Clackamas Community College Sec.
Cascade Highway South
Clackamas County

We have been developing contract plans for completing the grading work and paving the entire project. In the process we were concerned that some soil problems remained to be dealt with on this last contract. We asked the Geotechnical Unit to give us a status report so we could determine what measures, if any, should be included in the plans.

We have discussed the report with Dave Wilhite, Project Manager, who believes he has taken care of the problem areas. He does not think it necessary to provide any remedial measures for earthwork in the paving plans. Dave informed us he has recently requested $300,000 for corrective work on the last contract (Park Place-Newell Creek Section).

Temporary erosion control measures have been included in the plans and $75,000 provided for this type of work. Anticipated amounts of $600,000 for slide correction and $100,000 for drainage work have been included in the project authorization.

We think the amounts provided for earthwork control will be sufficient, but we would appreciate comments or suggestions. Please reply by 10-16-84.

AL:bn

cc: J. H. Versteeg
Don Adams
Marion Craft
Ed Johnsen
Dave Wilhite
Clarence Eshelman
Fred Eriksen

Distributed by Art Louie 10/11/84

81-125-1387

Jra 7-4-1
Ore City

kke

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(8)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 27 '84
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE 9/20/84

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:
Park Place - Clackamas Community College

11. GENERAL DESCRIPTION OF WORK
Grade, Drain, H-T Pavement, Illumination & Traffic Signals.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 9/19/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 9/20/84 request and certifying statements are accepted.

PS&E documents for the suvject project have been reviewed and are approved at a total estimated cost of $7,217,535 Federal Funds $6,134,905.

The continous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the ocndition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 9/26/84

15. SIGNATURE OF APPROVING OFFICIAL G K Hossner

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

9728

ROUTING SLIP

Date 9/24/84

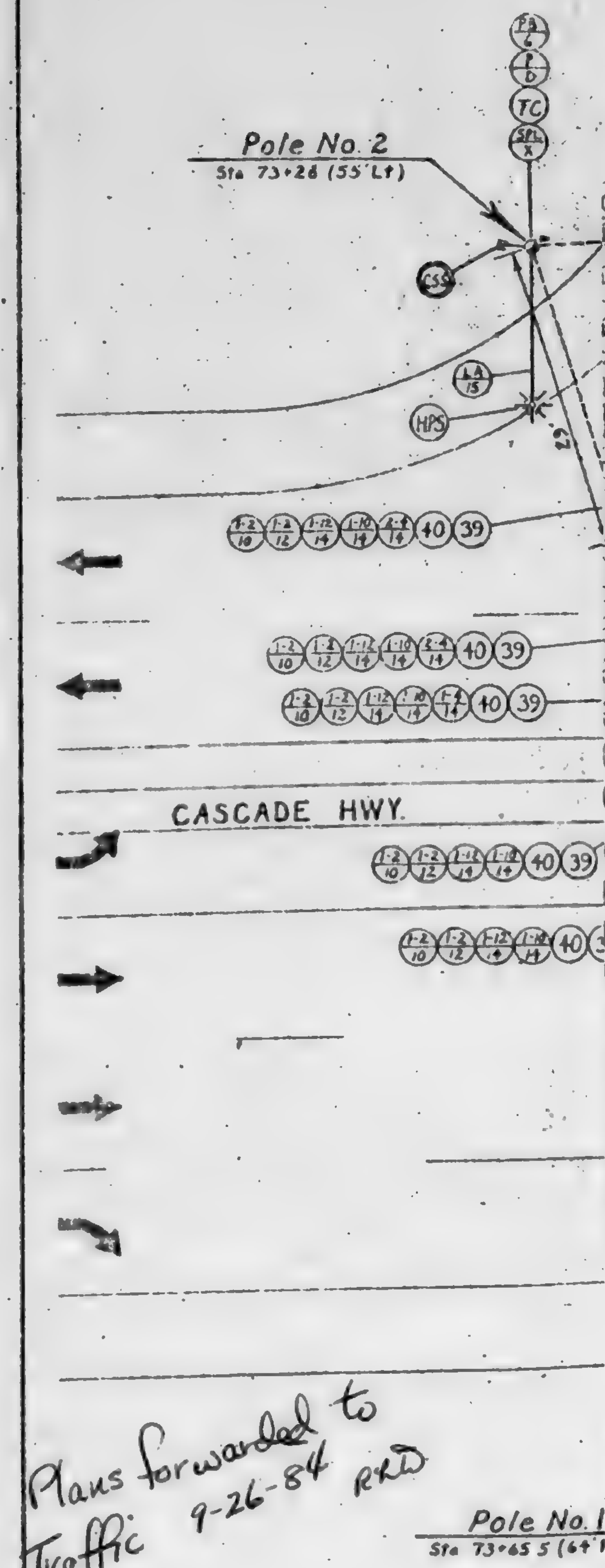
- Director
- Asst Dir.-Administration
- Accounting (Highway)
- Administrative Services
- Aeronautics Div.
- Bridge
- Commission Services
- Communications (Radio)
- Construction
- Employee Development
- Environmental
- Equipment Shop & Storeroom
- Finance (DOT)
- FHWA
- General Files
- Graphics
- Information Center
- Information Systems Br.
- Labor Relations
- Landscape
- Legal
- Library
- Location
- Mailroom
- Maintenance
- Materials
- Motor Vehicles Div.
- Parks & Recreation Div.
- Permits & Weighmasters
- Personnel Operations
- Personnel Services Br.
- Photocopy
- Photo Lab
- Planning (Highway)
- Policy & Planning (DOT)
- [✓ Program Section]
- Public Affairs
- Public Transit Div.
- Records Management
- Research
- Right of Way
- Road Design
- Safety & Health
- Service Center
- Sign Shop
- State Highway Engineer
- Technical Services
- Traffic Signal Unit
- Traffic
- Utilities
- Metro Region
- Region No. ______
- District No. ______
- Project Mgr. ______

Attention Cobine

From Schultz

Comments: "Approved as Noted" Signal plans from Clack. Co. returned to you for further handling.

731-0022 (Rev. 4-84)



(TC) In...

(54) Ins.... service cabinet with 60 amp (signals) and 20 amp (illumination) circuit breakers

(MS) Install 120 volt meter base

C Install one No. 6 type THHN wire (signal system common)

N Install (N) No. 14 type THHN wires

N/G Install (N) No. (G) type TW or THW wires

(X-N/G) Install (X)-(N) wire No. (G) control cables

(39) Install 3/8-inch galvanized steel messenger cable

(40) Install 1/4-inch galvanized steel tether wire

(S) Install (S) inch electrical conduit

(CS) Install two-inch conduit stub for future use (cap both ends)

(HPS) See Roadway Illumination Plans Drg. No. 37496

T = Type shown
L = Length shown
Ph = Phase shown
X = Number of cables shown
N = Number shown

G = AWG size shown
S = Size shown
456 = 12" R, 12" Y, 12" G
458 = [illegible]

(SS) Install sign bracket (see Drwg No. 2992)

(CSS) Install 1" conduit stub for illumination

PRELIMINARY COPY

SEP 4 1984

SUBJECT TO MUTUAL REVIEW

Plans forwarded to Traffic 9-26-84 RKD

Note. Locate power source in the fi

8/24/84

T.A.W.

OREGON STATE HIGHWAY DIVISION
[illegible]

TRAFFIC SIGNAL INSTALLATION
PARK PLACE~CLACKAMAS COMMUNITY COLLEGE SEC.
CASCADE HIGHWAY SOUTH
CLACKAMAS COUNTY

July 1984

ACCOMPANIED BY DWGS 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 2992, 35009, 35010, 3117, 8783 thru 8799, 8803 & 8804

8782

Ira 7-4-1
Or. City

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-78(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

9-21-84

4. PROGRAM NO.

5. ITEM NO. 71112

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-6-84

8. FEDERAL ROUTE NUMBER Primary 78

9. STATE ROUTE NUMBER Secondary 160

10. GENERAL LOCATION:

Park Place - Clackamas Community College Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 9-4-84 you are authorized to proceed with the acquisition of File No. 54092 as shown on R/W Map 9B-17-19 at a TEC of $1,000 - F.F. $850.00 Appn. Code 580.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
SEP 27'84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 9/21/84

15. SIGNATURE OF APPROVING OFFICIAL John A Weichman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-70) PREVIOUS EDITIONS MAY BE USED

160

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE September 19, 1984

Rod Henry

FROM: Rod Henry, ~~Assistant~~
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening October 25, 1984

Federal-aid Project No. IX-78( ) Highway No. 160

Federal-aid Project Name Park Place - Clackamas Community College (Oregon City Bypass)

County Clackamas

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

[ ] No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

[x] Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[x] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RH: jr

cc: J. H. Versteeg
Joe Gaither
Don Aman

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout ✓
[illegible] ✓

RECEIVED
SEP 19 1984
ROAD DESIGN SECTION

Do Not File
Return
Bring Up
Action

81-189-1987

9928

Section Park Place - Clack[illegible]mas Community College Programm[illegible]g Estimate $ 2,800,150

Highway Cascade Highway South Project Length 4.06 ✓

County Clackamas Completion Time (a) Sta. 223 to 284 - Oct 15, 85 (b) All work Nov. 15, 1986

Kind of Work Grade, Pave, Signing Illum & Signals Est. Comp. Date

Prefix 103-1964 Letting Date Oct 25, 1984 Project No. 1X-78(8)

RECEIVED 9/18/84
11:10 A.M

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 5,583,~~611~~ 586 —

Anticipated Additional Items:			
Royalty Payment.			
Permit Fees			
Slide Correction	RET.	600,000 ✓	
Railroad Protective Costs			
Other Railroad Costs			
Permanent Signing			
Permanent Pavement Striping.	OK	22,000 ✓	
Temporary Pavement Striping.	OK	3,000 ✓	
Remove Pavement Striping (Exist. & Temp.) . . .			
Temporary Erosion Control	OK	75,000 ✓	
State Furnished Prom & Program	OK	3500 ✓	$ 833,000 ✓ —
Roadside Seeding & Mulching			
Asphalt Cement Adjustment			
On the Job Trainees ($0.80 x 3000 hrs.)	OK	2,400 ✓	
State Responsibility for Damages	NP	1,000	
Signal Controller Testing & Turn-on	OK	9,100 ✓	
"OPTICOM" Testing			
Bikeway Signs			
Bikeway Striping & Legend			
Drainage	RET.	100,000 ✓	
Adjusting Signal Heads & Loops	OK	12,000 ✓	
. . . .			
. . . .			
. . . .			
Adjust Utilities:			
PGE Line Extension	RET.	5,000 ✓	
. . . .			
Subtotal			$ 6,416,~~611~~ 586 —
Contingencies (4-1/2%)			288,74~~7~~ 6 ~~50~~ 37 —
Engineering ([✓ 8], ~~9, 10%~~)			513,32~~9~~ 6 ~~28~~ 88
Subtotal			$ 7,218,~~407 38~~ 659 25
Credit for			
Estimated Net Authorization, Construction			$ 7,218,~~407 38~~ 659 25

APPROVED CC: Wayne Schultz

Rec'd. 9-19-84
E

Road Design Engineer

Rev. 11/81

SUMMA..Y--BID SCHEDULE--COST E⅃TIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Park Place - Clackamas Community College
COUNTY Clackamas
SHEET 1 OF 7
KIND OF WORK Grading, Paving Signing, Illumination, Signals & Sanitary Sewe
KEY NUMBER
LENGTH 4.06
DATE 9/4/84
NAME Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		All	All	–	400,000-
	Temporary Protection and Direction of Traffic		All	All	–	27,600-
	Temporary Signs		Sq.Ft	1,020	6-	6,120-
	Temporary Barricades		Each	45	70-	3,150-
	Temporary Guard Rail, Type 2A, Refectorized		Lin.Ft	2,475	7-	17,325-
	Temporary Plastic Safety Markers		Each	80	50-	4,000-
	Temporary Delineators		Each	8	18-	144.-
	Flaggers		Hour	2,000	17-	34,000-
	Roadwork					
	Clearing and Grubbing		All	All	–	15,000-
	Removal of Structures and Obstructions		All	All	–	36,000-
	Ditch Excavation		Cu.Yd.	3,628	6-	21,768-
	General Excavation		Cu.Yd.	171,580	3^{10}	531,878-
	Trench Excavation		Cu.Yd.	7,673	8-	61,384-

734-1736 (REV. 2-84)

Page Total 1,155,389-

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Park Place—Clackamas Community College
COUNTY Clackamas
SHEET 2 OF 7
KIND OF WORK Gr., Pav., Sign., Illum., Signals & Sanitary Sewer
KEY NUMBER
LENGTH
DATE
NAME Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Granular Backfill		Cu. Yd.	535	10-	5350-
	Finishing Roadbed and Slopes		All	All	-	35,000-
	Watering		M Gal.	1,200	10-	12,000-
	Structure Excavation		cu. yd.	310	10	3,100-
	Special Wall Backfill		cu. yd.	170	15	2,550-
	3/4"-0 Aggregate Base		Ton	14,000	7	98,000-
	Coarse Aggregate Base		Ton	27,000	$6^{\underline{50}}$	175,500-
	Lime Treated Subgrade		sq. yd.	62,000	$1^{\underline{25}}$	77,500-
	Lime for Treated Subgrade		Ton	1,040	87	90,480-
	Cement Treated Base Mixture		Ton	83,000	8	664,000-
	Portland Cement in CTB Mixture		Ton	4,560	68	310,080-
	Cement Treated Subgrade		sq. yd.	120,500	1	120,500-
	Cement for Treated Subgrade		Ton	3,160	75	237,000-
	Class "B" Asphalt Concrete Mixture		Ton	50,000	$15^{\underline{30}}$	765,000-
	Hydrated Lime in Mixture		Ton	600	250	150,000-
	Asphalt Cement in Mixture		Ton	3,000	165	495,000-
	Asphalt in Tack Coat		Ton	20	200	4,000-

734-1736 (REV. 2-84)

3,245,060-

SUMMA Y--BID SCHEDULE--COST E TIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Park Place - Clackamas Community College

COUNTY Clackamas

SHEET 3 OF 7

KIND OF WORK Gr., Pav., Signing, Illum., Signals & Sanitary Sewers

KEY NUMBER

LENGTH

DATE

NAME Bergholt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete in Walls		Cu. Yd.	152	250-	38,000-
	Reinforcement in Walls		lbs.	11,000	0^{50}	5500
	~~Preparation of Slopes~~		~~Sq. Ft.~~			
	Concrete Slope Paving		Sq. yd.	465	30-	13,950-
	Slope Paving Curbs		Lin. Ft.	180	15-	2,700-
	12-inch culvert Pipe		Lin. Ft.	1029	12-	12,348-
	18-inch culvert Pipe		Lin. Ft.	230	14-	3,220-
	66-inch culvert Pipe		Lin. Ft.	196 ✓	80-	15,680-
	72-inch culvert pipe		Lin. Ft.	30 ✓	100-	3,000-
	12-inch Sewer Pipe		Lin. Ft.	5,994	12-	71,928-
	15-inch sewer Pipe		Lin. Ft.	1530 ✓	16-	24480-
	~~18-inch Sewer Pipe~~		~~Lin. Ft.~~	~~230~~		
	24-inch sewer Pipe		Lin. Ft.	460	27-	12,420-
	27-inch sewer Pipe		Lin. Ft.	900 ✓	30-	27,000-
	33-inch sewer Pipe		Lin. Ft.	400 ✓	35-	14,000-
	12-inch Polyethylene Pipe		Lin. Ft.	360 ✓	10-	3,600-
	Extra for Pipe Under Pavement		Lin. Ft.	916	10-	9,160-
	Impermeable Membrane		Sq. Yd.	1,500	5-	7,500-

734-1736 (REV. 2-84)

Page Total . 264,486

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Park Place – Clackamas Community College		COUNTY	SHEET 4 OF 7
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME Bergstedt

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	8-inch Asbestos-Cement Sanitary Sewer		Lin. Ft.	800	20 –	16,000 –
	8-inch Ductile Iron Water Pipe		Lin. Ft.	190	25 –	4,750 –
	14"x 8 Tapping Sleeve and Valve		Each	1	2,000	2,000 –
	Relocate Existing Water Meter Vault		L.S.	All	–	3,000 –
	Concrete Manholes		Each	12	1000	12000 –
	Concrete Inlets, Type CG-1		Each	25 ✓	350	8,775 –
	Concrete Inlets Type D		Each	1 ✓	500	500 –
	~~Concrete Inlets, Type G-1~~		~~Each~~	~~8~~ ✓		
	Concrete Inlets, Type G-2		Each	32 ✓	350	11,200 –
	Concrete Inlets, Type G-2M		Each	7 ✓	500	3,500 –
	Concrete Inlets, Type G-2MA		Each	4 ✓	600	2400 –
	6-inch Drain Pipe		Lin. Ft.	6,395 ✓	4 –	25,580 –
	8-inch Drain Pipe		Lin. Ft.	760 ✓	5 –	3,800 –
	Guard Rail Type 2A		Lin. Ft.	15,895 ✓	10	158,950 –
	Guard Rail Type 3		Lin. Ft.	200 ✓	25	5,000 –
	Guard Rail Anchors Type 1		Each	37	250	9,250 –
	Guard Rail Anchors Type 1 Modified		Each	8	300	2,400 –
	Rail End Pieces, Type C		Each	37 ✓	75	2,775 –
	Type 2 Fence		Lin. Ft.	7,700	1^{50}	11,550 –
	20' Single Gates		Each	1	500	500 –
	CL-6 Chain Link Fence		Lin. Ft.	1,750	6^{50}	11,375 –
	CL-6 Chain Link Fence with Pickets		Lin. Ft.	9,200	8^{00}	73,600 –

734-1736 (REV. 2-84)

page total 368,905

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Park Place – Clackamas Community College		COUNTY		SHEET 5 OF 7
KIND OF WORK	KEY NUMBER	LENGTH	DATE 9-4	NAME [illegible]

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Walks		Sq. Yd.	1,850	10 -	18,500 -
	Concrete Driveways		Sq. Yd.	50	18	900 -
	Concrete Curbs		Lin. Ft.	3,300	4	13,200 -
	Extra for Asphalt Approaches		Each	51	150	7,650
	Paved Culvert End Slopes		Sq. Ft.	93 ✓	10	930
	Drainage Curbs		Lin. Ft.	6970	2	13,940
	Geotextile Fabric in Drains		Sq. Yd.	1,341	1	1,341
	Geotextile Fabric in Stabilization		Sq. Yd.	27,000	0^{75}	20,250
	~~Geotextile Reinforcing Fabric~~		~~Sq. Yd~~	~~167,500~~		
	~~Asphalt in Fabric Binder~~		~~Ton~~	~~173~~		
	Loose Riprap, Class 100		Cu. Yd.	500	15	7,500 -
	Grouted Riprap		Cu. Yd.	238	30	7,140 -
	Delineators, Type 2		Each	130	20	2,600 -
	Delineators, Type 3		Each	200	22	4400
	Delineators, Type 4		Each	40	15	600
	Adjusting Manholes		Each	2	200	400
	Adjusting Inlets		Each	4	150	600
	Single Mail Box Supports		Each	11	100	1100
	Multiple Mail Box Supports		Each	6	125	750
	Mailbox Concrete Collars		Each	6	50	300
	Seeding, Fertilizing and Mulching (60 lbs Seed)		Acre	16	750	12,000
	Seeding, Fertilizing and Mulching (200 lbs Seed)		Acre	4	870	3,480

734-1736 (REV. 2-84)

[illegible] 117,581 -

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Park Place – Clackamas Community College

COUNTY Clackamas

SHEET 6 OF 7

KIND OF WORK

KEY NUMBER

LENGTH

DATE 9/4/84

NAME Berg

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Signing					
	Removal of Existing Sign Installations		All	All	—	500 —
	Wood Sign Posts		All	All	—	7300 —
	Sign Support Footings		All	All	—	6,000
	Single Post Slip Sign Supports		All	All	—	10,200 —
	Breakaway Sign Posts		All	All	—	1,520 —
	Signal Pole Mounts		All	All	—	5,240 —
	Type "A" and "B" Signs in Place		Sq. Ft.	714	17 —	12,138
	Type "AA" Signs in Place		Sq. Ft.	440	19 —	8,360
	Type "C" and "D" Signs in Place		Sq. Ft.	360	12 —	4,320
	Type "EE" and "M" Signs in Place		Sq. Ft.	19	14 —	266
	Type "I" Signs in Place		Sq. Ft.	152	13 —	1,976
	Type "U" Signs in Place		Sq. Ft.	50	18 —	900
	Move, Modify and Reinstall Existing Signs		All	All	—	1,700 —
	Sign Illumination Equipment		All	All	—	3200 —
	Mono-Directional Crystal Type I Markers		Each	1160	3	3480
	Bi-Directional Yellow Type I Markers		Each	1380	3	4140

734-1736 (REV. 2-84)

page total 70,270 —

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Park Place - Clackamas Community College		COUNTY		SHEET 7 OF 7
KIND OF WORK	KEY NUMBER	LENGTH	DATE 9/4	NAME Berg[illegible]

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
Y030	Illumination					
	Pole Foundations		All	All	—	14,000
	Roadway Lighting Poles and Arms		All	All	—	15,350
	Luminaires, Lamps and Ballast		All	All	—	9,200
	Switching, Conduit, Wiring, Etc		All	All	—	33,600
						72,150
Y031	Traffic Signals — 6% [illegible]					
	Traffic Signal Installation, Complete		All	All	—	228,200
	Model 170 Controller Equipment, complete		All	All	—	58,600
						286,800
						~~5,592,294~~
						~~5,590,394~~
						~~5,607,394~~
		[illegible]		325,950 -		
						5,573,611

734-1736 (REV. 2-84)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

Ia 7-4-1
Oregon
City

In Reply Refer to
File No.:
PRO 6-2

Date: September 19, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Wayne Holve
From: for Gary A. Potter, Manager
Program Section

Subject: Construction Obligation
Item No. 71112
Project No. IX-78(8)
Park Place - Clackamas Community College Section
Cascade Highway South
Clackamas County

It is the Oregon State Highway Division's present intention to receive bids for this project on November 15, 1984 or earlier.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $7,217,535 with an obligation of $6,134,905 in Federal funds (appn. code 580).

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

JLG:me
cc: Gary Zehner
Guy Johnson
General Files

9728

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 18, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 71112
Project No. IX-78(8)
Park Place-Clackamas Community College
Cascade Highway South
Clackamas County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 11, 1984.

This request is based on the August 5, 1977 letter to you from the Governor of Oregon.

A copy of the A-95 review conclusions was previously forwarded.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Wayne Schulte, Metro Region
Karen, Bunk, Metro Region
Gary Zehner, w/attach.
General Files

Form 734-3122

Budget Bureau No. 4

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO R.O.

FORM PR-1 (REV. 4-61)

9-18-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 SR 213, Jct. I-205, S. 4.1 mi. 65	**ADT**	PRESENT 12,500 (66)	FUTURE - - - - - (70)	YEAR - - (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr.,Dr., H-T Pave, Illum. & Traf. Sig. 25 62	NAT'L. FOREST (63) (65)	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) IX- 14	NUMBER 78

CARD 4	CLASS OF FEDERAL FUNDS Interstate Transfer Grants - Highway		COUNTY NAME Clackamas		
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. P	FEDERAL-AID 78	STATE 160	-

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUND
1	(14-18)	(19)	41	42	43 46	53		(56) (58)	(59) (66)	(67) (75)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) I000 Y030 Y031	 (01) (12) (12)	"Park Place-Clackamas Community College Sec."	4.06	7,300,000	6,205,000	1,095,000	

CARD 1	CODE 1	PREPARED BY DRH:pf	PROJECT TOTALS	4.06	7,300,000	6,205,000	1,095,000		
1	14	PROGRAM APPROVAL DATES 10-1-83			(16) (23)	(24) (31)	REMARKS Additional Data: Item No. IX-78(3), (4), (5), &		

Key # 00352

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-18-84

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 213, Jct. I-205, S. 4.1 mi.		12,500	- - - -	- -	10	Oregon	41	580	71112

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Pave, Illum. & Sig.								IX-	78	(8)		

UNDS: Interstate Transfer Grants - Highway

Portland

COUNTY NAME: Clackamas CODE: 005

ROUTE NO.: P FEDERAL-AID: 78 STATE: 160 U.S.: - - -

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (85%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) I000 Y030 Y031	 (01) (12) (12)	"Park Place-Clackamas Community College Sec."	4.06	7,300,000	6,205,000	1,095,000		
D BY: DRH:pf		PROJECT TOTALS	4.06	7,300,000	6,205,000	1,095,000		

APPROVAL DATES: 10-1-83

REMARKS
Additional Data: Item No. 71112; Projects IX-78(3), (4), (5), & (7).

-OVER-

USCOMM DUSCOMM-DC 48903-P61

PARK PLACE-CLACKAMAS COMMUNITY COLLEGE SEC.

Remarks Continued:

PROJECT DATA: Work under this project consists of 1) H-T pavement to provide four 12-foot travel lanes with 8-foot shoulders, a basic 8-foot median and channelization for left-turns at intersecting roads, requiring grade and drain; 2) install traffic signals on Cascade Highway South at Washington Street, Redland Road Conn., Beaver Creek Rd., Clackamas Comm. College, and Redlands Rd. at Abernethy Rd. & Holcomb Blvd.; 3) install illumination as directed; 4) adjust utilities as required; and 5) incidentals common to this type of project.

UNUSUAL CIRCUMSTANCES: This project will include sewer system work financed by Local Sewer District and will be nonparticipating and shown by segregated quantities.

DATA FOR FHWA 37's:	TYPE CODE	COST
	I000	$6,868,000
	Y030	82,000
	Y031	350,000

NOTE: 1) This project is in Congressional District No. 5.

2) Included in 6 Yr. HIP on page 109 and included in MSD AE/TIP on page 122, no. 159.

3) On-the-job trainees, as set forth in FHPM 6-4-1-2, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

TKP 7.2-1
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

DATE: September 4, 1984

TO: Dale E. Wilken
Division Administrator
Federal Higwhay Administration

FROM: Gary A. Potter, Manager
Program Section
ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Project No. IX-78(3)
Park Place-Clackamas Community College Section
Clackamas County
File No. 54092

I request authorization to proceed with the actual acquisition of the subject file at an estimated total cost of $1,000 with an obligation of $850.00 in Federal funds (Appn. Code 580). Verbal authorization to appraise the subject file was given August 31, 1984. The temporary and permanent easements to be acquired are as outlined in red on the attached print of map 9B-17-19. No relocation assistance is involved.

RDS:jc
Attachemnt
cc: J. B. Boyd
Don Aman
— General Files

Form 734-3122

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: August 31, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Park Place-Clackamas Community
College Section
Cascade Highway
Clackamas County
Project #IX-78(3)

We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $1,000 and does not require a relocation or moving allowance.

Please program the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers file 54092 as shown on the attached sketch map.

DA:jh
attach.

160

Park Place - Clackamas Community College Section
Cascade Highway South
Clackamas County
Prefix Number: 103-1964-905

1 Versteeg ✓
Anderson
Adams
2 French M
Edwards
Turpin
3 Trout TE
Wakerlig

RECEIVED
[illegible]
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up / /
Action

Contract Problems - August 13, 1984
Art Louie

1) The natural drainage paths in the vicinity of the Clackamas Community College are located on the North Clackamas Christian School and the Lutheran Church property. The drainage paths lead water to Caufield Creek. The North Clackamas Christian School installed an 18" cmp in the natural drainage path and filled in the area for their parking lot. The Lutheran Church filled in their swale and is building a structure on top of their fill. The church intends to dig a ditch around their structure to handle the surface runoff water.

The new Highway profile and superelevation will essentially cut off the natural drainage paths to the North Clackamas Christian School and the Lutheran Church property. To restore the natural runoff patterns, the Lutheran Church will have to dig a ditch 8' deep and the North Clackamas Christian School must lower their 18" culvert pipe.

Fred and I conferred about the problem and agreed that a better solution would be to collect the surface runoff water in a storm sewer system and redirect the water to a pond in Caufield Creek. The Clackamas Community College discharges their surface water into the same location.

Before the drainage details are finalized on the contract plans, it is my opinion that the land owner of the pond in Caufield Creek should be notified of our plans to change the natural drainage patterns near the Community College and direct the surface water into the pond.

2) During our meeting with the Bonneville Power Administration (BPA) representatives, it became apparent to me that we had a conflict with the BPA power lines. There is a 500 kv and 230 kv line crossing the highway in the vicinity of Caufield Creek. We had intended to raise the grade of the highway 20' at that location. The BPA as-constructed drawings showed that the minimum vertical clearance would be compromised if we raised the grade of the highway.

Dave Wilhite's crew measured the elevation of the wires over the highway. From their measurements, we will have approximately 44 ft. vertical clearance from the 500 kv wires to the new grade of the highway. The minimum clearance required is 52.5 ft. Therefore, either we must lower our grade by 8.5 ft. or the BPA must raise their wires by 8.5 ft.

Dick Fleming says the BPA wires were allowed to cross the highway by a Utilities permit dated August, 1956. Maury Payne has a copy of the permit. Dick feels that the BPA is obligated to raise their power lines to make way for the highway improvement. We both feel the legal responsibilities should be thoroughly studied as soon as practical.

3) We also met with the representatives of the City of Oregon City and the Tri-City Service District (TCSD) about inserting the construction of their trunk sewer into our final grading and paving contract. Mr. McClure informed Mr. Bothman in a letter dated February 25, 1982 that "The 24-inch sanitary sewer along the bypass could be incorporated into the phase three paving contract for the bypass".

To add the TCSD sewer to the paving contract, we need plans, profiles details, specifications, list of materials, list of unit costs, and cost estimates within the next two weeks. Dillingham Corporation, the consultant's to TCSD has been notified of this requirement.

What bothers me is that the representatives of Dillingham Corp. hint that their design of the trunk sewer is not as far along as they lead us to believe. They have suggested that to give them more time, they could add the construction of the sewer onto our paving contract on a price agreement basis. This may be possible. However, I think there is an ORS requirement that extra, non-emergency work added to a public works contract should not exceed 10% of the initial contract amount. If the cost of our contract is $6 million. The maximum non-emergency work added by price agreement may be $600,000. If the total cost of the trunk sewer project is over $600,000, we may have a problem.

4) On Friday, August 3, I was informed that there may be a major change in the base design for the project. On Friday, August 1o, I called Ron Noble concerning the change and Ron said that written notification will be forthcoming this week.

The base design revision consists of substituting 5" of AC, 2" of aggregate leveling course, and 16 of agg. base for 4" of AC and 6" of CTB. The total depth of surfacing will be changed from 10" to 23". Because of the change in surfacing depth, the roadbed must be widened, the grade must be raised, and/or the existing subgrade must be notched to accommodate the thicker section.

There are design and construction problems relating to each alternative. The widening of the roadbed will require steepening the unstable slopes at cut sections and creating sliver fills at fill sections. The highway grade can be raised but must match the existing design grade at the Redland Road Bridge, at the BPA power line crossing the Newell Creek Canyon and at the Beaver Creek Road. Notching the existing subgrade will produce substantial amounts of excess material that must be wasted in random fills throughout the area or hauled away as excess.

Whichever way we decide to accommodate this change in base design, it will take a major revision in the design and drafting work accomplished thus far.

AL:mg
Final Design/8-13-84

9928

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
PRO 6-2

Date: May 25, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 71112
Project No. IX-78(3)
Park Place-Clackamas Community College Section
Clackamas County

I request your approval of a program change to increase the estimated total cost and Federal funds on the project to reflect the current estimate for right-of-way as indicated on the enclosed parcel by parcel settlement figure or reviewed appraisal figure.

Approval of this request will involve an increase of $950,000 in total cost and $807,500 in Federal funds with revised financing as follows:

	TEC	FF	%	Appn Code
Present	$ 5,450,000.00	$ 4,632,500.00	85%	---
Previous	4,500,000.00	3,825,000.00	85%	---
Increase	$ 950,000.00	$ 807,500.00	85%	580

Enclosed are copies of a revised project agreement estimate and modification of project agreement reflecting the change requested above.

CL:bks
Enc.
cc: E. Mershon
J. Peterson
G. Zehner
General Files

Form 734-3122

6

Oregon State Highway Division
Salem, Oregon May 25, 1983

Federal-Aid Project No. IX-78(3)

Park Place-Clackamas Community College Section
Cascade Highway in Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROWA
Right-of-Way (Sta. 66+20.39 to Sta. 284+00)

Right-of-Way	All Required	$ 4,755,233.00
	Subtotal	$ 4,755,233.00
	Acquisition Expense	475,267.00
		$ 5,230,500.00

Relocation Assistance

Moving Costs (15 families)	All Required	$ 7,500.00
Replacement Housing	All Required	22,500.00
Moving Costs (2 Businesses)	All Required	189,000.00
	Subtotal	$ 219,000.00
	Incidental Expense	500.00
	Total	$ 219,500.00

Length of Project	4.1 miles

SUMMARY OF FUNDS (85%)

Description	Appn Code	Total Cost	Federal Funds	State Funds (Bond)
ROW	823	$ 3,827,243.27	$ 3,253,156.78	$ 574,086.49
ROW	580	1,403,256.73	1,192,768.22	210,488.51
Relocation Assistance	823	219,500.00	186,575.00	32,925.00
Total		$ 5,450,000.00	$ 4,632,500.00	$ 817,500.00

Group 1 100%
Prefix: 103-2529

9928

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

Date: February 28, 1983

PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Program Change
Item No. 71112
Project No. 78(1)
Park Place-Clack. Community College Sec.
Clackamas County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated February 22, 1983.

Approval of this request will involve an increase of $239,900.00 in total cost and Federal obligation of $207,393.00 in Interstate Substitution General Funds with revised financing as follows:

	TEC	FF	%
Present	$ 1,275,000	$ 1,093,950	85.8
Previous	1,035,100	886,557	
Difference	$ 239,900	$ 207,393	

RHZ:bks
Attachment

cc: E.L. Hardt (Metro)
F.E. Terpin
E. Mershon (Metro)
Jon Rose (Metro)
Gary Zehner
Shirley Williams

Form 734-3122

9928 —

OREGON STATE HIGHWAY DEPARTMENT

TO: JON ROSE	103-1964
SUBJECT: (OREGON CITY BYPASS)	FROM: M STESNEY
DATE: 2-17-83	

JON,

NOBODY HAS ANY COMMENTS ON THIS ONE

BUZ SWAN 3-1-83

Here is the reply from Metro Staff and a set of the plans, approved as noted, from the City of Oregon City. Please note and forward to the Traffic Section. The City's comments should be discussed with Ron Failmezger or Tom Schwab.

Jon Rose

We have no reply yet from County.

(SIGNATURE)

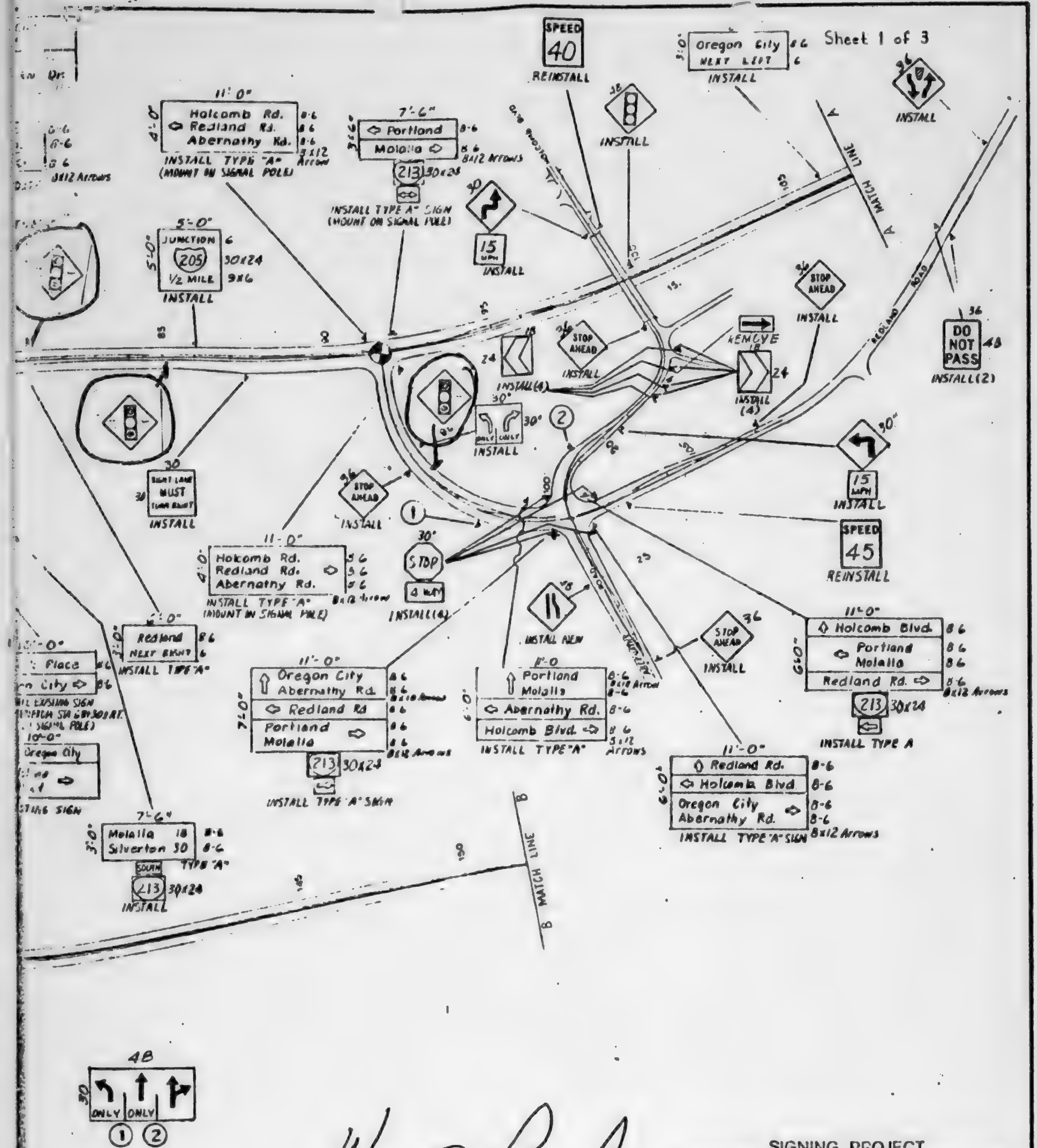
PLEASE REPLY HERE

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ TMK ☐ DNH ☐
MAR 2 1983
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

CC: ____________ ____________ (SIGNATURE) ____________ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1


Sheet 1 of 3
SPEED 40
REINSTALL
Oregon City 8·6
NEXT LEFT 6
3'-0"
INSTALL
36
INSTALL
INSTALL
11'-0"
4'-0"
Holcomb Rd. 8·6
Redland Rd. 8·6
Abernathy Rd. 8·6
8x12 Arrow
INSTALL TYPE "A"
(MOUNT ON SIGNAL POLE)
7'-6"
3'-6"
Portland 8·6
Molalla 8·6
8x12 Arrows
213 30x24
INSTALL TYPE "A" SIGN
(MOUNT ON SIGNAL POLE)
30
15 MPH
INSTALL
5'-0"
5'-0"
JUNCTION 6
205 30x24
1/2 MILE 9x6
INSTALL
8·6
8·6
8·6
8x12 Arrows
18
24
INSTALL(4)
36
STOP AHEAD
INSTALL
REMOVE
18
24
INSTALL (4)
36
STOP AHEAD
INSTALL
36
DO NOT PASS
48
INSTALL(2)
30"
30"
INSTALL
2
30"
15 MPH
INSTALL
30
RIGHT LANE MUST TURN RIGHT
30
INSTALL
36
STOP AHEAD
INSTALL
1
30"
STOP
4 WAY
INSTALL(4)
SPEED 45
REINSTALL
11'-0"
4'-0"
Holcomb Rd. 8·6
Redland Rd. 8·6
Abernathy Rd. 8·6
8x12 Arrow
INSTALL TYPE "A"
(MOUNT ON SIGNAL POLE)
6'-0"
3'-0"
Redland 8·6
NEXT RIGHT 6
INSTALL TYPE "A"
13'-0"
Place 8·6
City 8·6
EXISTING SIGN
10'-0"
Oregon City
EXISTING SIGN
48
INSTALL NEW
11'-0"
7'-0"
Oregon City 8·6
Abernathy Rd. 8·6
8x12 Arrow
Redland Rd 8·6
Portland 8·6
Molalla 8·6
8x12 Arrows
213 30x24
INSTALL TYPE "A" SIGN
11'-0"
6'-0"
Portland 8·6
Molalla 8·6
8x12 Arrow
Abernathy Rd. 8·6
Holcomb Blvd. 8·6
8x12 Arrows
INSTALL TYPE "A"
36
STOP AHEAD
INSTALL
11'-0"
6'-0"
Holcomb Blvd. 8·6
Portland 8·6
Molalla 8·6
Redland Rd. 8·6
8x12 Arrows
213 30x24
INSTALL TYPE A
11'-0"
6'-0"
Redland Rd. 8·6
Holcomb Blvd 8·6
Oregon City 8·6
Abernathy Rd. 8·6
8x12 Arrows
INSTALL TYPE "A" SIGN
7'-6"
3'-0"
Molalla 18 8·6
Silverton 30 8·6
TYPE "A"
SOUTH
213 30x24
INSTALL
A
MATCH LINE
A
B
MATCH LINE
B
REDLAND ROAD
48
30
ONLY ONLY
① ②

CITY APPROVAL

2 /22/ 83

DATE

SIGNING PROJECT

PARK PLACE ~ CLACKAMAS COMMUNITY COLLEGE SEC.
CASCADE HIGHWAY SOUTH
CLACKAMAS COUNTY

Action	Date	Signature	Title
Submitted	2-8-83		Traffic Control Engr.
Approved	2/9/83		Sign Supervisor
•			Traffic Engineer
•			Asst. Hwy. Engr.
Accepted			

FORM 2-18 9928.

REGON STATE HIGHWAY D SION
INTER-DEPARTMENT CORRESPONDENCE
Milwaukie, Oregon

DATE May 27, 1982

TO FRANK LOWE ✓
Fed. Aid Coordinator
Salem, OR

Henry M. Brindley

FROM HENRY M. BRINDLEY
Region Liaison Agent
Region I - Milwaukie

SUBJECT REVISED PROGRAMMING ESTIMATE

Park Place-Clack.Comm.College Section
Cascade South Highway
Clackamas County
FAP# IX-78(3)

We have reviewed the costs incured in the acquisition of right of way for this section and have revised our estimate to $4,500,000.

HMB:kc

[illegible] $2,975,000

[illegible] 3,825,000 -

m [illegible] $850,000 -

CC: Earl Mershon

RIGHT OF WAY ADMINISTRATION
RECEIVED
MAY 28 1982
M AM ACM RUR CA
PMS AS CE US TA RUE
0 1 2 3 4 5

KEH

1928.

MPC GJMC + Copy Ted.

STATE OF OREG
Department of Transportation
Metropolitan Branch

INT .OFFICE MEMO
Telephone: 238-8226
Date: November 12, 1981

File No: 103-1964 (100)

TO: THE FILE

FROM: D. R. ADAMS DR Adams
Project Development Manager

SUBJECT: Relinquishment Agreement
Oregon City Bypass
Cascade Highway

MA PDM PDE FFM SPC
ODOT-METRO
NOV 12 1981
BM PAR PPC FILE T/A

I met with the Oregon City City Manager, Gerald Pecinovsky, Bill Parrish, and Winston Kurth, Clackamas County, to discuss the terms of the relinquishment agreement turning over the existing Cascade Highway through Oregon City to the City and the County upon completion of the Oregon City Bypass.

Their specific concerns, which need to be considered in developing the agreement, are as follows:

1. Timing of the turn-over. I advised that the existing Cascade Highway, on Washington, 7th, and Molalla avenues, would not be turned over to the City until the bypass was complete and usable to the Department as a bypass for through traffic. I did not pin down a specific date. The turn-over should be geared to a point at which the Region Engineer and the City agree the existing route is maintained to our normal level of maintenance. It should not be stated in terms that leave the City in a position to refuse to accept the roadway. The Region Engineer should turn over the highway at his discretion in consultation with the City of Oregon City.

2. We normally do address the fact that the facilities will be maintained at a reasonable level of maintenance before we ask the City to take over the street. I think our standard language here has been adequate in the past and should be okay now. The City is fearful that we will abandon the road two years before the bypass is completed; they need some assurance that this problem will not develop.

3. A small portion of the Molalla Avenue is within the jurisdiction of Clackamas County. It is possible that between now and the completion of the roadway, this section would be within the City limits. This contingency should be considered when drafting the agreement.

4. For any final maintenance effort prior to turn-over, the City would like to have the option of receiving a cash payment in lieu of the actual State maintenance work. Under this proposal, the Region Engineer would estimate the cost of agreed maintenance repairs and that estimated amount would be paid

directly to the City in lieu of State repair work. The City's intent would be to fund a larger corrective project which would take care of the maintenance problem and do some betterment work as a single one-time effort. This needs to be reviewed at Salem to determine the feasibility.

5. It was brought up that a revisionary clause exists in most agreements. This clause requires that any right-of-way given to the City as part of this relinquishment agreement and later taken out of highway use becomes the property of the State of Oregon. This condition exists for excess parcels of right-of-way and for the operating right-of-way. The City would like to have that clause eliminated from the agreement for any excess property, if that is possible.

By copy of this memo, I am asking Ted Spence to pursue preparation of the agreement and to check if the above several conditions are appropriate, legally, and if they can be set up in the agreement.

In addition to the above request, the City requested widening of Washington Street between 11th and 12th. This block is narrower than the remaining stretch of Washington Street. I advised them that we will be removing the traffic from the street, eliminating the need for further widening through this block.

The City is concerned with the level of maintenance on the road, specifically, the maintenance on 7th, from Division to Washington, and the maintenance of Abernethy Bridge. I advised that I would contact the region office and get the bridge inspection rating forms for the City on the Abernethy Bridge and discuss the intent of the region in regards to maintaining the bridge and maintaining Division to Washington on 7th.

po

cc: Ted Spence
Ed Hardt

9928

Form ~~E-39~~ (Rev. 9-71)

aka Oregon City Bypass

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Park Place-Clackamas Community College

Highway Cascade Hwy. South (No. 160)

County Clackamas #3

Date July 14, 1981

Authorization No. 4

Survey Prefix 103-1964 (Assigned by Salem office)

Description of termini, route, length, etc.: Northerly end of survey is the I-205 Park Place interchange. Southerly end is 500' south of Clackamas Comm. College entrance on Hwy. 213. Overall length of survey is 3.8 miles.

Proposed: 4 lanes, 4' to 8' shoulders, 4' to 16' median.

Purpose of survey: Perform field survey, prepare plans, specifications, and estimate. Provide draft and final EIS for corridor hearing and design hearing.

Estimate of cost: $18,500,000 (Construction)

Category 1

Funding: FAIX (Mt. Hood Transfer)

Class I, Draft and Final EIS

IX-78(1)
8-10-81

Field Survey	(901)	435,000
Citizen Participation	(902)	29,000
City or County	(903)	
Consultant	(904)	
Final Design	(905)	35,000
Bridge Design	(906)	50,000
Preliminary Design	(907)	15,500
R/W Description	(909)	27,000
Soils & Geology	(910)	52,000
Traffic	(911)	47,000
Landscape	(912)	2,000
Liaison R/W	(913)	28,500
Utility	(914)	7,000
Photogrammetry	(916)	22,000
Location Studies	(918)	2,600
Engineering Graphics	(919)	500
Project Management	(920)	200
Specifications	(921)	6,000
Administrative Services	(922)	200
Environmental	(923)	224,000
Dept. of Transportation	(924)	
Air Quality Monitoring	(925)	4,000
Foundation Exploration	(926)	15,500
Seminars & Training	(950)	7,800
Hearings	(980)	12,800
Personal Leave Time	(960)	100
Equal Opportunity	(985)	7,400
Inventory Needs	(917)	4,000

Bring Up

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
[illegible] 1981
LOCATION SECTION

Total estimated cost of survey	$ 1,035,100
Previous authorization	691,100
Additional authorization requested	344,000
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Curtis H. Duval
~~Field Engineer~~
CURTIS H. DUVAL, Metro Location Engineer

Recommended for Approval:
~~Regional Engineer~~
D.R. ADAMS, Project Development Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

9128

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: July 14, 1981

TO: F.E. TERPIN
Location Engineer

File No: 103-1963
103-1964

FROM: T.A. SPENCE
Plan & Program Manager

SUBJECT: Park Place-Clack. Comm. College (103-1964)
E. Portland Fwy.-Rock Creek Jct. (103-1963)
Clackamas County

Attached are new authorities for survey for the subject projects. Also attached are copies of requests to MSD for increased PE funding on these projects. Justifications follow:

Park Place-Clack. Comm. College (Oregon City Bypass) - We are requesting approval of Authority for Survey #4 to complete preliminary engineering. There have been major increases of the PE scope in several areas.

During project development, the length of the field survey was increased from 3.8 miles to 6.8 miles to cover an alternative alignment. The heavily wooded area around the Newell Creek Canyon required more extensive field work than was originally anticipated because aerial mapping proved to be inaccurate in some areas.

The soils, geology and subsurface exploration work required in the Newell Creek Canyon was more extensive than originally anticipated. Considerable work was required for an adequate design in several slide-prone areas and to accommodate numerous ground water problems.

The research for the environmental impact statement was a much larger effort than was originally planned. An extensive air quality monitoring effort was not anticipated.

Field staking of right-of-way did not occur until the growth of brush had obscured the location lines and control points, requiring a considerably larger effort than was anticipated.

This authorization is 5.6 percent of the estimated construction cost.

East Portland Fwy.-Rock Creek Jct., Clackamas Hwy.- We are requesting approval of Authority for Survey #3 to complete the preliminary engineering. The functions with the greatest increases are: 901 - $27,000; 905 - $17,000; 909 - $19,000; and 913 - $16,500.

These increases are attributable to right-of-way descriptions and liaison work beyond what was originally anticipated and additional work to close the coordinates between the construction line and the original "P" line. Also, there were several alternatives investigated for the Rock Creek intersection. This authorization is 6.2 percent of the estimated

7/31/81
XC, GARY ZENNER
JLG

construction cost.

General Comments: As the attached MSD forms show, we are transferring MSD funding authorization from the SW 72nd Ave. Interchange. However, to increase the FHWA obligation to cover these PE increases, we want to transfer the needed federal funds from the existing PE obligation for the NW Kittridge-Stadium Freeway project, IX-0000(20). This obligation transfer will enable us to request FHWA approval of these PE increases without waiting for additional FAIX funds.

TAS:ECM:JS

Attachments

cc: D.R. Adams
D.E. Swan
J.D. McClure
C.H. Duval
L.G. Brock

②

METRO

METROPOLITAN SERVICE DISTRICT

REQUEST FOR FUNDING AUTHORIZATION ADJUSTMENT

DETAILS OF ADJUSTMENTS

PROJECT RECEIVING FUNDS Oregon City Bypass - Park Place to Community College

SPONSORING JURISDICTION ODOT

FUNDING SOURCE, ie, FAU, Mt Hood, I-505, etc Mt. Hood

	PE	R/W	CONST	OTHER	TOTAL
Current TIP Authorization	$835,754	$3,596,140	$12,023,695	$ 3,575,286	$ 20,030,875
(+) Transferred Amount	+ 44,081		+ 3,575,286	-3,575,286	+ 44,081
(=) Revised Authorization	879,835	3,596,140	15,598,981		20,074,956

PROJECT PROVIDING FUNDS Hwy. 212/72nd Ave. Interchange

SPONSORING JURISDICTION ODOT

FUNDING SOURCE, ie, FAU, Mt Hood, I-505, etc Mt. Hood

	PE	R/W	CONST	OTHER	TOTAL
Current TIP Authorization	$ 196,988	$ 199,941	$1,928,264	$	$ 2,325,194
(-) Transferred Amount			- 44,081		- 44,081
(=) Revised Authorization	196,988	199,941	1,884,183		2,281,113

BASIS FOR ADJUSTMENTS

REASONS PROJECT RECEIVING FUNDS NEEDS ADDITIONAL FEDERAL SUPPORT:
PE is overrunning the MSD authorization.

REASONS FEDERAL FUNDING CAN BE REDUCED FOR PROJECT RELINQUISHING FUNDS:
The construction estimate is less than the MSD authorization.

HOW IS THE PROJECT RELINQUISHING FUNDS STILL VIABLE?
The project cost estimate is less than the MSD authorization.

Metro Transaction #

AGREEMENT TO TRANSFER FUNDS

	DATE OFFICIAL APPROVAL
JURISDICTION PROVIDING FUNDS	Ted Spence 2/16
JURISDICTION RECEIVING FUNDS	Ted Spence
METRO EXECUTIVE OFFICER (If transfer between jurisdictions)	
METRO COUNCIL (If flagged by Executive Officer)	

cc ODOT, Metro Branch
Form 800129

9928

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 13, 1980

In Reply Refer to
File No.: PRO 6

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project Data Submission
Item No. 71112
Project No. IX-78(3)
Park Place - Clackamas Community College Sec.
Clackamas County

Enclosed is data consisting of PR-1 forms, sketch maps, right of way maps 9B-17-13 and 9B-17-19 and a relocation plan dated July 25, 1980 on the subject project.

I request the following:

1) Transfer of Interstate substitution General Funds for the right of way on the project at an estimated total cost of $3,500,000 with substitution funds in the amount of $2,975,000.

2) Approval of the enclosed relocation plan on the project.

3) Authorization to proceed with the actual acquisition of the McAllister property (files 51136,51157 & 51172) on a hardship basis under the provisions of FHPM 7-7-2, para 5d. Justification for this request is contained in the enclosed copy of Mr. Henry's memo of August 6, 1980 with attachments. The estimated total cost of the property is $740,000, which wll require an obligation of $629,000 in federal funds. The area to be acquired is as outlined in red on the enclosed sketch map.

Within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available or provided for displaced individuals and families who are initial occupants or adequate replacement dwellings will be available or provided

Form 734-3122

for displaced individuals and families who are subsequent occupants for each displaced person on this project. This assurance is based on the enclosed relocation plan. Relocation assistance will be provided from the Region 1 Right of Way Office at 9002 S.E. McLoughlin Blvd. in Milwaukie.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

We will request authorization to acquire the remaining right of way parcels upon approval of the FEIS.

This request is based on the August 5, 1977 letter to your from the Governor of Oregon in which he approved the project concept.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:sr
Enclosures

cc: R. Bothman
M. Klotz
J. Rose
J. Boyd
F. Lowe
G. Zehner

Budget Bureau

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-13-80

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2		SR 213, Park Place, S. Approx. 4.0 mi.		12,500	———	—	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NU
3	Right of Way Acquisition		—						IX-	78

CARD			
4	CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funded	COUNTY NAME: Clackamas	
	NAME OF URBAN AREA (17-31): Portland	ROUTE NO. P	FEDERAL-AID 78 / STATE 160

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS (Bond)	OTHER
1	(14-18)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"Park Place-Clackamas Community College Sec."	4.1	3,500,000	2,975,000	525,000	
5					CONST (CODE)							

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS
1	1	C.L.		4.1	3,500,000	2,975,000	525,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS

Additional data-S

P

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

8-13-80

PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
SR 213, Park Place, S. Approx. 4.0 mi.	ADT	12,500	———	—	10	Oregon	41	823	71112

OSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Acquisition		—						IX-	78	(3)		

UNDS: Interstate Substitutions General Funded

Portland

COUNTY NAME: Clackamas CODE: 005

ROUTE NO. P FEDERAL-AID 78 STATE 160 U.S. ———

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS (Bond)	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"Park Place-Clackamas Community College Sec."	4.1	3,500,000	2,975,000	525,000		
CONST (CODE)								ROW-200' normal; Access Control- Partial Parking Restriction Partial
D BY C.L.		PROJECT TOTALS	4.1	3,500,000	2,975,000	525,000		

APPROVAL DATES

REMARKS

Additional data-See Item No. 71112;
Project No. IX-78(1)

-over-

Park Place-Clackamas Community College Section
Project No. IX-78(3)

Project Data: Work under this project consists of right of way acquisition all phases including relocation assistance as required for the future construction on new alignment to provide four 12 foot travel lanes with 4 foot left and 10 foot right shoulder and 4 foot median.

FHPM 7-7-2 Requirements: Final Environmental Impact Statement adopted by FHWA on

FHPM 7-7-5 Requirements:
a) Public Hearings- - - -Held on July 25, 1979
b) Location/Design- - - -Approval granted by adoption of the FEIS

Data for PR-37: Relocation Assistance:

Moving Costs (15 families)- - - -	$ 7,500.00
Replacement Housing- - - - - - - -	162,000.00
Moving Costs (2 Businesses)- - - -	50,000.00
TOTAL	$219,500.00

Note: 1) The project is in Congressional District No. 3
2) Included in MSD FY'80 TIP as item 243, page 140

9428.

B

U. S DEPARTMENT OF TRANSPORTA N
FEDERAL HIGHWAY ADMINISTRATION

FHWA-OR-EIS-79-08-F

PARK PLACE-CLACKAMAS COMMUNITY COLLEGE
(OREGON CITY BYPASS)
CASCADE SOUTH HIGHWAY 160-ORE 213
CLACKAMAS COUNTY, OREGON

OregonProject IX-78(1)

FINAL
ENVIRONMENTAL IMPACT STATEMENT

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
and
Oregon State Department of Transportation

Submitted pursuant to 42 U.S.C. 4332(2)(c), and
23 U.S.C. 128(a) and 49 U.S.C. 1653(f)

6-30-80
DATE

ASSISTANT STATE HIGHWAY ENGINEER

This action complies with Executive Order 1190,
Protection of Wetlands.

8-6-80
DATE

Roger K. Scott
FEDERAL HIGHWAY ADMINISTRATION OFFICIAL

FINAL

ENVIRONMENTAL IMPACT STATEMENT

PARK PLACE-CLACKAMAS COMMUNITY COLLEGE

(OREGON CITY BYPASS)

CLACKAMAS COUNTY

PREFACE

This Final Environmental Impact Statement (EIS) describes the project and its need, the existing social and natural environmental conditions in the project area, alternatives and impacts of completing the project. Additionally, it discusses unavoidable adverse impacts, irreversible and irretrievable commitments of resources and the relationship between short-term uses and long-term environmental productivity associated with the alternatives. The Final EIS therefore provides a complete, yet summarized comparison of the project with its alternatives and a description of measures that eliminate or reduce the detrimental social, economic and natural environmental effects.

The Final EIS is based upon twelve technical reports, including: traffic, energy, geology, water quality and hydrology, wetlands, biology, air quality, noise, land use and comprehensive planning, sociology, economics, and historic and cultural resources. The individual technical reports are thorough analyses that provide sufficient detail on specific social and natural environmental topics. Those persons desiring to review specific technical reports may obtain copies from:

Oregon Department of Transportation
Environmental Section
412 Transportation Building
Salem, Oregon 97310
(503) 378-8486

The Draft Environmental Impact Statement for the proposed project was circulated for review on June 22, 1979. On June 25 and July 18 the notice of the public hearing and availability of the Environmental Statement was published in the Portland Oregon Journal, the Portland Oregonian and the Oregon City Enterprise Courier. The combined corridor/design public hearing was held on July 25, 1979 at Ogden Junior High School in Oregon City, conducted by Oregon Department of Transportation staff. Previous to the formal hearing, an information period was provided for interested people to review the project alternatives and environmental effects.

About 160 people attended the public hearing, with 30 offering oral testimony. Additionally, 10 hearing cards and 14 letters with written comments were received during the ten day response period that ended August 6. Further, 9 state and federal government agencies submitted written comments concerning the Draft EIS during the response period. A summary of the public hearing is in the "Project Coordination and Public Involvement" subsection of the "Project Description" section. Such comments that required change in the text are incorporated in the text of the Final EIS. Further, specific comments made by the public and agencies are listed and addressed, together with the full text of all written comments in the "Comments" section.

After review of the social, economic and environmental factors, public, agency and local government involvement and technical studies, the Department of Transportation selected the "Modified" route using Corridor B (Newell Creek Canyon route) for construction. (Corridor B Modified route.) Selection of the Corridor B Modified route was based upon: the fact that the social impacts of the A routes and the No-Build are more severe; overwhelming public support for Corridor B Modified and, resolutions passed by the Clackamas County Commissioners and the Oregon City Council in support of the selected route.

SUMMARY

of

FINAL ENVIRONMENTAL IMPACT STATEMENT

for

Park Place-Clackamas Community College

Cascade South Highway 160--ORE 213

Clackamas County, Oregon

1. Federal Highway Administration

   Administrative Action Environmental Statement

   ( ) Draft (X) Final
   ( ) Section 4(f) Statement attached

2. The following individuals may be contacted for further information concerning the project proposal and the contents of this environmental statement:

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, NE
Salem, OR 97301
Phone: (503) 378-3832

Mr. Robert Bothman
Metropolitan Administrator
Oregon Department of Transportation
5821 N.E. Glisan Street
Portland, OR 97213
Phone: (503) 238-8226

Mr. Gary A. Potter
Manager
Environmental Section
Oregon Department of Transportation
Salem, OR 97310
Phone: (503) 378-8486

Mr. D. H. Moehring
Program Management Engineer
Oregon Department of Transportation
Salem, OR 97310
Phone: (503) 378-6563

2. Project Description

The purpose of the proposed project is to reduce traffic congestion and improve traffic safety on the street and road network. A non-freeway arterial bypass around downtown Oregon City will be built from the I-205 Park Place Interchange to Clackamas Community College. The Oregon City community desires to remove through traffic from downtown streets and improve traffic flow. The traffic capacity created by the bypass will allow forecasted traffic growth to be adequately serviced. The need for the bypass is based upon the fact that existing Highway 213 through the city is currently over capacity. Because growth in the urban area will continue, resulting traffic increases will further increase traffic hazards and decrease highway efficiency.

The bypass will be constructed with four lanes. Access to the bypass will be provided at Clackamas River Road/Washington Street; Redland Road; Beaver Creek Road and Clackamas Community College/Molalla Avenue. Signals will be installed at these intersections. Modifications to existing roads near the bypass will also be constructed, including the Washington Street/Clackamas River Road intersection, Beaver Creek Road/Thayer Road/Maple Lane intersection and the Clackamas Community College/Molalla (existing Highway 213) intersection.

4. Alternatives Considered:

   a. Selected Project - build a bypass between Park Place interchange and Clackamas Community College, using Corridor B-Modified between Redland and Beaver Creek Roads.

   b. Alternatives Advanced in the Draft EIS
      1. No-Build
      2. Build, using Corridor A
      3. Build, using Corridor A Modified
      4. Build, using Corridor B Modified

   c. Alternatives Rejected Prior to Release of the Draft EIS

      1. Build, using Corridor C
      2. Build, using Corridor D
      3. Build, using Corridor B with options B North, B South, BA West, BA East
      4. Improve Existing Route
      5. Alternate modes

5. Environmental Impacts, Selected Project:

Traffic: Diversion of traffic from existing roads to the bypass, and significantly improved traffic flow and safety when the bypass is opened. Over time, toward the end of the twenty year traffic forecase period, traffic congestion will approach existing conditions as trip demand increases. This is due to areawide urban development.

Energy: Construction energy use of about 131 billion BTU's; road user energy consumption of about 407-437 billion BTU's annually, a savings of about 91-109 billion BTU's over the No-Build.

Geology: About 172,000 tons of materials used for construction will be irretrievably used. Geologic hazards in the Newell Creek canyon are potentially severe; hazards from north to south include: landfill subsidence, high fill on low, wet areas, compressible material likely in floodplains, three large inactive landslides, unstable slopes, old refuse disposal site subsidence; numerous small inactive landslides; unstable gully subsurface; possible downslope dips of rock strata. To minimize the hazards, detailed investigations will be performed to determine the types of engineering measures necessary to correct the problems encountered. Such measures will be included in constructing the project.

Water Resources and Aquatic Biology: About 7.2 acres of floodplain encroachment, which will have negligible secondary effects on flood levels and is therefore an insignificant floodplain effect; slight increases in runoff and decreases in percolation into groundwater; minor long term pollution of creeks; some erosion and sedimentation; minor loss of aquatic and streamside vegetation at construction sites; slightly lowered stream productivity and adverse fishery impacts; increased stream turbidity and lowered stream oxygen levels; filling of a small pond. A wide variety of measures will be incorporated to mitigate these effects, including erosion and sedimentation control, channel protection, increasing flood storage capacity at localized sites and protection of fish habitat. Specifically designed measures at the Newell Creek and Abernethy Creek crossings will be included to protect habitat. A 100-foot buffer strip will remain along Newell Creek. These and any other mitigation measures have been and will continue to be coordinated with fish and wildlife agencies.

Wetlands: About 2.4 acres of wetlands will be eliminated by highway construction. These will be replaced by about 3.1 acres of specifically designed project created wetlands.

Biology: About 105 acres of wildlife habitat will be affected (89 of which will be long-term). Other impacts will include the loss of biological energy productivity and an increase in the probability of vehicle/deer collisions. No endangered species will be affected. Vegetation will be planted where appropriate to provide some wildlife benefits.

Climate and Air Quality: Beginning immediately after construction, nitrogen oxide, total suspended particulates, lead, sulfur dioxide, carbon monoxide and ozone levels will be lower than the No-Build conditions. There will be the potential for construction-term impacts, which will be mitigated through standard construction specifications. The project is consistent with the State (Air Quality) Implementation Plan and an Indirect Source Construction Permit has been received.

Sound Environment: Perceptible increases in noise levels in 1997 will be along the bypass itself. Fifteen residences will experience significant noise level impacts and will therefore be impacted. Traffic noise will decrease or remain essentially the same along the existing roadways, but noise levels above design noise levels will still occur. Noise impacts at seven businesses will be eliminated. There would have been an impact to the Orchard Center, Clackamas Community College, but mitigation will prevent that impact.

Land Use and Comprehensive Planning: About 164 acres of land will be directly converted from existing uses to highway use. Current land use conversion trends will continue, but there will be additional development pressure south and east of the city in general and specifically near the bypass intersections. The project is compatible with the Oregon City and Clackamas County comprehensive plans, local economic development plans and the regional interim transportation plan. The project will tend to facilitate planned growth assumed in those plans. An evaluation of the project, in terms of Statewide goals, is included.

Sociology and Right-of-Way: About 21 housing units and their approximately 65 residents will be displaced. Given the current population characteristics of the immediate project area, it is highly unlikely that any of those displaced is a member of a minority group. An 8-acre parcel of land will be acquired from Clackamas Community College. Newell Creek Canyon, a natural area, will be committed to highway use. In general, accessibility will be improved throughout the area, improving emergency services in the process.

Economics: Relocation of some utility lines will be required; two businesses will be displaced. The local economy will benefit as the construction funds multiply through the area, generating jobs and income; land values will increase; the project will facilitate downtown redevelopment and serve as a catalyst for economic development; there will be more intensive economic activity near intersections; road user costs will be lowered compared to the No-Build.

Cultural Resources: No National Register properties or sites will be affected. Archeological sites will be affected, but they have been found to be ineligible for inclusion on the National Register.

Esthetics: The project will adversely affect esthetic qualities by disturbing areas predominantly rural or natural, although the motorists' view will be much improved.

5a. Environmental Impacts, Alternatives

These are discussed in detail in the Alternatives chapter. A tabular summary of the impacts of the alternative follows.

6. Agencies and Organizations receiving copies of Draft Statement:

Federal Agencies

Department of Energy
Department of Agriculture - Soil Conservation Service
Department of Housing and Urban Development
*Department of the Interior
Federal Aviation Administration
*Corps of Engineers
*Environmental Protection Agency
*National Marine Fisheries Service (Portland)
U.S. Coast Guard
U.S. Department of Commerce (Washington, D.C.)

State Agencies

Department of Agriculture
Department of Economic Development
Department of Energy
*Department of Environmental Quality
*Department of Fish and Wildlife
*Department of Forestry
Department of Geology and Mineral Industries
*Department of Land Conservation and Development
Department of Water Resources
Division of State Lands
Soil and Water Conservation Commission
*State Historic Preservation Office
State Library
State Parks Branch

---

*Those agencies, organizations or individuals that commented on the Draft Environmental Impact Statement.

Other

Oregon Environmental Council
Environmental Studies Center, University of Oregon
Clackamas Community College
Clackamas County Sheriff
Clackamas County Commissioners (3)
Clackamas County Department of Environmental Services (2)
Oregon City City Council (6)
Oregon City Public Works Department
Oregon City Planning Department
Clackamas Public Library
Oregon City Public Library
Clackamas County Fire District
Oregon City School District
Clairmont Water District
City of Gladstone
City of Portland
Northwest Natural Gas Company
Portland General Electric Company
Pacific Northwest Bell

7. The Draft Environmental Impact Statement was made available to the Environmental Protection Agency and the Public on June 16, 1979.

COMPARATIVE SUMMARY OF ENVIRONMENTAL IMPACTS

Factor/Subfactor	Selected Alternative Corridor B-Modified	No-Build Alternative	Other Build Alternatives
TRAFFIC			All build options have the same traffic impacts:
Convenience	(+) Improve traffic flow and convenience.	(-) Contribute to further deteriorating traffic flow and convenience	(+) Improve traffic flow and convenience
Safety	(+) Improve traffic safety	(-) Increase accident potential	(+) Improve traffic safety
ENERGY			
Road User	(+) Lowest road user energy consumption (407-437 b-BTU's)	(-) Highest road user consumption (about 516-528 b-BTU's)	(+) Low road user energy consumption B Route - 407-437 b-BTU's A & A Modified Routes - 420-450 b-BTU's
Construction	(-) Construction energy use (131 b-BTU's)	(+) No construction energy used	(-) Construction energy use B Route - 131 b-BTU's A/A-Modified Routes - 132 b-BTU's
GEOLOGY			
Materials Used	(-) Use of rock, soil, etc. for construction; involves clearing and grubbing	(+) None	(-) All build options use rock, soil, etc. for construction and involve clearing and grubbing
Potential Geologic Hazards	Sanitary landfill and fill at Park Place Interchange; floodplain, 3 large landslides; old refuse disposal site	(+) None	Sanitary landfill and fill at Park Place Interchange; A/A-Modified - floodplain, landslide gullies (3) - best between Redland an Beaver Creek B - Same as selected
WATER RESOURCES AND AQUATIC BIOLOGY			
Floodplain Encroachment	(-) Minor floodplain encroachment This alternative encroaches the least of all build alternatives.	(+) None	(-) Minor floodplain encroachment

(+) Positive Impact
(-) Negative Impact
(?) Indeterminant Impact

COMPARATIVE SUMMARY OF ENVIRONMENTAL IMPACTS - continued

Factor/Subfactor	Selected Alternative Corridor B-Modified	No-Build Alternative	Other Build Alternatives
Erosion and Sedimentation	(-) About 134 acres exposed to erosion, 42 to be paved and 92 to be seeded and mulched (B-Modified is the 2nd worst)	(+) None	(-) All options would increase erosion and sedimentation to some degree, but are very similar. A/A-Modified Route - 125 acres exposed to erosion; 39 to be paved and 86 to be seeded and mulched (A is the best and A-Modified 2nd best alternative) B Route - About 134 acres exposed to erosion, 42 to be paved and 92 to be seeded and mulched (B is the worst alternative)
Drainage Patterns, Surface Water/Groundwater Ratio, other Hydrologic Factors	(-) Alters hydrologic conditions to an insignificant degree. Runoff will slightly increase and percolation will decrease. Stream channels will also be altered slightly. (Corridor B-Modified is 2nd worst.)	(+) None	(-) All options would alter hydrologic patterns to an insignificant degree. Runoff would slightly increase and percolation into groundwater would decrease. Stream channels would also be altered slightly. A/A-Modified are the best, B the worst.
Water Quality	(-) Roadway associated pollutants, such as petroleum products, will enter waterways on a continuing basis. (B-Modified has the 2nd highest potential for such problems.)	(+) None	(-) All alternatives would, to a minor degree, result in roadway associated pollutants, such as petroleum products, entering the waterways whenever runoff occurs. A-Modified and A have the lowest and B has the highest potential for such impacts.
Aquatic Habitat	(-) Culverts on Newell Creek tributaries will affect aquatic habitat at those sites, but this alternative has the least adverse effect.	(+) None	(-) Corridor A - Due to two channel changes, about 300 feet of habitat would be lost. 6 culvert crossings would also result in habitat loss at those sites. This alternative has the worst effect. Corridor A-Modified - One channel change and 6 culverts (3rd least effect.) Corridor B - 6 culverts (2nd least)

COMPARATIVE SUMMARY OF ENVIRONMENTAL IMPACTS - continued

Factor/Subfactor	Selected Alternative Corridor B-Modified	No-Build Alternative	Other Build Alternatives
Cut and Fill near Waterways	(-) About 4500' near Newell Creek, but the buffer zone mitigates the impact to a great degree.	(+) None	(-) Corridor A - None within 300' of Newell Creek - 950' within 50' of Abernethy Creek Corridor A-Modified - Less near Abernethy Creek Corridor B - 4750' within 200' of Newell Creek - 100' within 50' of Abernethy Creek
WETLANDS	(-) About 2.4 acres of wetlands will be eliminated	(+) None	(-) Corridor A - About 3.3 acres destroyed Corridor A-Modified - About 2 1/2 acres destroyed Corridor B - About 3 acres destroyed
BIOLOGY			
Habitat	(-) About 105 acres lost (most severe)	(+) None	(-) Corridor A - About 85 acres lost (least severe build option) Corridor A-Modified - About 85 acres lost (2nd least severe) Corridor B - About 105 acres lost (3rd least severe)
Endangered Species	(+) No effect	(+) No effect	(+) No effect
AIR QUALITY	(+) All pollutant levels are predicted to be below standards after construction, except ozone. The ozone problem is predicted to be unchanged as a result of the project and the standard is expected to be attained by 1987.	(-) All pollutants except carbon monoxide and ozone would be below standards immediately; carbon monoxide is predicted to attain the standard by 1985 and ozone by 1987.	(+) All build options would have the same impacts described for the selected alternative

COMPARATIVE SUMMARY OF ENVIRONMENTAL IMPACTS - continued

Factor/Subfactor	Selected Alternative Corridor B-Modified	No-Build Alternative	Other Build Alternatives
SOUND ENVIRONMENT	Number of receptors affected (long-term - 1997): Net change* residences - 123 +5 apartments - 11 0 schools - 2 0 churches - 2 0 funeral homes - 2 0 parks - 1 -1 businesses - 0 -7 city hall - 1 0 142 -3 *compared to the No-Build	Number of receptors affected (long-term - 1997): residences - 118 apartments - 11 schools - 1 churches - 2 funeral homes - 2 parks - 2 businesses - 7 city hall - 1 144	Number of receptors affected (long-term - 1997): A/A-Modified B residences - 128 123 apartments - 11 11 schools - 2 2 churches - 2 2 funeral homes - 2 2 parks - 1 1 businesses - 0 0 city hall - 1 147 142
	(-) Construction noise	(+) No construction noise	(-) Construction noise
LAND USE AND COMPREHENSIVE PLANNING	(-) Conversion of 164 acres to highway use	(+) No acres would be converted	(-) Corridor A - Convert 126 acres Corridor A-Modified - Convert 149 acres Corridor B - Convert 129 acres
	(-) Intensify land development south and east of Oregon City and near intersections	(+) Current land use trends would continue	(-) Intensify land development south and east of Oregon City and near intersections
SOCIOLOGY AND RIGHT OF WAY			
Access and Safety	(+) Decrease accident potential and improve accessibility	(-) Increasing accident hazards and decreasing safety	(+) All build options would improve accessibility and safety
Right of Way Displacements	(-) 21 residences and occupants will be displaced. About 1.7 acres of unusable property from Ogden Junior High will be acquired. About 8 acres of property from Clackamas Community College will be acquired. It is unlikely that minorities will be displaced, due to population characteristics.	(+) None	(-) Corridor A Route - 21 residences and occupants would be displaced; about 0.1 acre of the Ogden athletic field, 0.8 acre from the school district bus lot, 0.6 acre from the Maple Lane Baptist Church, 0.05 acre from the Followers of Christ Church and 7.1 acres from Clackamas Community College would be acquired.

COMPARATIVE SUMMARY OF ENVIRONMENTAL IMPACTS - continued

Factor/Subfactor	Selected Alternative Corridor B-Modified	No-Build Alternative	Other Build Alternatives
			Corridor A-Modified - 23-25 residences and occupants would be displaced; most of Ogden athletic field; small strip of LDS property and 7 acres from Clackamas Community College would be acquired. Corridor B - 15 residences and occupants would be displaced; about 1.7 acres of unusable property from Ogden Junior High, 0.8 acre from the bus lot, 0.6 acre from Maple Lane Baptist Church; 0.05 acre from the Followers of Christ Church and 7.1 acres from Clackamas Community College would be acquired.
"Liveability"	(+) Not significantly affected, but Newell Creek Canyon will be committed to highway use	(-) Decrease in Oregon City neighborhoods	(-) A/A-Modified Routes - decrease along Holly Lane; (+) B - not significantly affected, but Newell Creek canyon would be committed to highway use
ECONOMICS			
Displacements	(-) 2 businesses will be purchased and displaced	(+) None	(-) All options would involve purchasing and displacing two businesses
Fiscal	(+) "multiplier" effect of construction funds will be beneficial	(-) Economic benefit of construction funds would be foregone in the area	(+) Multiplier effect would occur
	(-) Insignificant tax base loss	(+) No loss to tax base	(-) Insignificant tax base loss
	(?) Land values would rise faster than with the No-Build	(?) Land values would rise slower than with a Build	(?) Land values would rise faster than with the No-Build
Road User Costs	(+) Lower road user costs than the No-Build	(-) Higher road user costs than the Build	(+) Lower road user costs than the No-Build
Economic Development	(+) Meets development plans; increase economic development potential to some degree	(-) Does not meet development plans; would retard economic development potential	(+) Meet development plans; increase economic development potential to some degree

COMPARATIVE SUMMARY OF ENVIRONMENTAL IMPACTS - continued

Factor/Subfactor	Selected Alternative Corridor B-Modified	No-Build Alternative	Other Build Alternatives
"Business" Potential	(+) Downtown - enhance business potential (?) Highway Oriented - Lose some along the existing route, but enhance business potential near the new highway	(-) Downtown - less business potential (+) Highway Oriented - retain business along the existing route	(+) Downtown - would enhance potential (?) Highway Oriented - would lose some business along the existing route, but would enhance potential near the new highway
CULTURAL RESOURCES			
Historic	(+) No National Register or other historically significant sites will be affected	(-) Would adversely affect historic resources with increasing traffic and congestion	(+) No National Register or other historically significant site woul be affected
Archeologic	(?) Will impact one archeological site The site is ineligible for the National Register	(+) No impact	(?) Could impact archeological resources. A survey would be conducted
ESTHETICS	(+) View from the highway will be pleasing (-) View toward the highway will be adversely affected	(+) None	(+) View from the highway would be pleasing, with B routes better than A routes (-) View toward the highway would be less pleasing
PLAN CONFORMANCE			
Statewide Goals	Generally, consistent with economic, transportation and energy goals; potential conflicts with "conservation" goals	Generally, consistent with "conservation" goals; potential conflicts with economic, transportation and energy goals	Generally, consistent with economic, transportation and energy goals; potential conflicts with "conservation" goals
Local Plans	(+) Generally, consistent	(-) Generally, inconsistent	(+) Generally, consistent
State Clean Air Implementation Plan	(+) Consistent	(+) Consistent	(+) Consistent

TABLE OF CONTENTS

Title ..... Page

Preface ii

Summary iv

Comparative Summary of Environmental Impacts x

Table of Contents xvi

List of Figures xix

List of Tables xx

Project Description 1
- Location and Purpose 1
- Need 2
- Description of the Selected Project Alternative 3
  - Rationale for Selection 3
  - Design 4
  - Route Description 5
- Roadway and Project History 5
- Project Coordination and Public Involvement 6
  - Agency Coordination
  - Public Involvement
  - Public Hearing Summary

Existing Environmental Character, Impacts and Mitigation of the Selected Project 7
- Traffic 7
  - Existing Setting 7
  - Environmental Impacts 9
- Energy 12
- Geology 13
  - Existing Setting 13
  - Environmental Impacts 13
  - Mitigative Measures 15
- Water Resources and Aquatic Biology 17
  - Existing Setting 17
  - Environmental Impacts 19
  - Mitigative Measures 21
- Wetlands 23
  - Introduction 23
  - Existing Setting 24
  - Environmental Impacts 25
  - Mitigative Measures 25
  - Wetlands Finding 27

TABLE OF CONTENTS - continued

Page

Biology 28
    Existing Setting 28
    Environmental Impacts 29
    Mitigative Measures 29
Climate and Air Quality 32
    Existing Setting 32
    Environmental Impacts 34
Sound Environment 36
    Existing Setting 36
    Environmental Impacts 36
    Mitigative Measures 37
Land Use and Comprehensive Planning 41
    Existing Setting 41
    Environmental Impacts 45
Sociology and Right of Way 46
    Existing Setting 46
    Environmental Impacts 52
    Mitigative Measures 54
Economics 55
    Existing Setting 55
    Environmental Impacts 58
    Mitigative Measures 59
Cultural Resources 59
    Existing Setting 59
    Environmental Impacts 60
    Mitigative Measures and Coordination 60
Esthetics 61
    Existing Setting 61
    Environmental Impacts 61
    Mitigative Measures 62
Conformance with Goals and Plans 62
    Statewide Planning Goals 62
    Local Plans and Policies 65
    Oregon's State Clean Air Act Implementation Plan 66
Unavoidable Adverse Environmental Impacts 66
Short-Term Use and Long-Term Environmental Productivity 67
Irreversible and Irretrievable Resource Commitments 68

Project Alternatives 69
    No-Build Alternative 69
        Description 69
        Environmental Character, Impacts and Mitigation 69
    Corridor A Alternative 79
        Description 79
        Environmental Character, Impacts and Mitigation 79

TABLE OF CONTENTS - continued

Page

- Corridor A Modified Alternative 90
  - Description 90
  - Environmental Character, Impacts and Mitigation 91
- Corridor B Alternative 92
  - Description 92
  - Environmental Character, Impacts and Mitigation 92
- Other Alternatives 94

Comments and Responses 98
- Summary
- Correspondence
- Indirect Source Construction Permit
- State Historic Preservation Letter

LIST OF FIGURES

Number	Title	Following Page
1	General Area	1
2	Project Location	1
3	Typical Sections	4
4	Project Alternatives	4
5	Average Weekday Traffic Volumes	7
6	Station Locations and Geologic Hazards	15
7	Surface Water Features	18
8	Wetlands	24
9	Noise Monitoring Sites	36
10	Road Section Key and Traffic Noise Level Changes	37
11	Possible Sound Barrier Locations	37
12	Existing Land Use	42
13	Agricultural Soils	43
14	Regional Land Use and Interim Immediate Growth Boundary	43
15	Comprehensive Land Use Plan	44
16	Community Planning Organizations and Neighborhood Associations	50
17	Institutions, Facilities and Services	50
18	Properties Listed in the National Register of Historic Places	59
19	Right of Way Acquistion at Ogden Junior High School	88
20	Rejected Alternatives	94

LIST OF TABLES

Number	Title	Page
1	Traffic Volume Comparison	8
2	Accident Rate Information	9
3	Road Sections with Reduced Traffic	10
4	Average Weekday Traffic on the Oregon City Bypass	11
5	Road Sections with Increased Traffic	11
6	Estimated Aggregate and Asphaltic Concrete Quantities	14
7	Estimated Clearing and Grubbing	14
8	Geologic Hazards and Mitigations	16
9	Wetlands	26
10	Wildlife Habitat	30
11	Impact Summary and Relative Severity Wildlife Resources	31
12	Ambient Air Quality Standards	33
13	Predicted Noise Levels	38
14	Traffic Noise Effects Along the Bypass Route	39
15	Possible Sound Barriers	40
16	Right of Way - Displaced Uses	47
17	Recent Population Change	48
18	Planning Population Forecasts to Year 2000	49
19	Total Employment by Standard Industrial Classifications	56
20	Geologic Hazards and Mitigations, Corridor A	81
21	Wildlife Habitat, Corridor A	85
22	Impact Summary and Relative Severity, Wildlife Resources, Corridor A	86
23	Traffic Noise Effects, Corridor A Route, Bypass Route Only	87

PROJECT DESCRIPTION

LOCATION AND PURPOSE OF PROJECT

The proposed project is the construction of a bypass route around downtown Oregon City. The affected route is the Cascade Highway, OREGON 213, from the Park Place Interchange on I-205 south to Clackamas Community College.

Location

Oregon City, a community of considerable historical significance, is located in the southeast portion of the rapidly growing Portland urban area. See Figures 1 and 2. Once separated from other cities in the region, the city and the surrounding area have been experiencing the effects of suburbanization typical of expanding metropolitan regions. Increases in population, incomes and mobility, together with improvement of public facilities such as highways and sewer systems, have encouraged this development in the Oregon City area. For example, access to Portland, with its employment opportunities and city amenities, has enabled increasing numbers to live in the Oregon City vicinity, yet work and shop in Portland.

Development potential in the area is constrained on the west by the steep Willamette River bluffs, the Clackamas River on the north and by small valleys on the east. Therefore, development pressure is primarily to the south, where few physical limitations occur. Suburban development has also to some degree jumped over the small valleys on the east to the upland ridges.

Few transportation lines have developed that can now accommodate the growing travel demands in the Oregon City area. The Pacific East Highway (ORE 99E) travels north-south through the area from Portland to Salem east of the Willamette. The Oswego Highway (ORE 43) begins in Oregon City and follows the west bank to Portland. The I-205 Freeway provides a high-speed connection from Oregon City to east Portland on the north and the west suburbs and I-5 on the west.

Finally, the Cascade Highway (ORE 213) provides access to east Portland to the north and Silverton to the south. The 4-1/2 mile Park Place-Clackamas Community College section of the existing Cascade Highway passes through the center of Oregon City on urban arterials, adding substantial through-traffic to the heavy volume of local vehicles on these streets. The through-traffic consists primarily of commuters travelling between developing areas (and Clackamas Community College) south of Oregon City and amenities to the north. The result is significant congestion along the route and long commuting times.

Purpose

It has been recognized for some years that some improvement to the route is necessary to relieve the traffic congestion and to provide a safer, more convenient commuter route in the corridor. Improvement is also needed to revitalize the downtown business community and to accommodate traffic gen-

FIGURE 1
GENERAL AREA

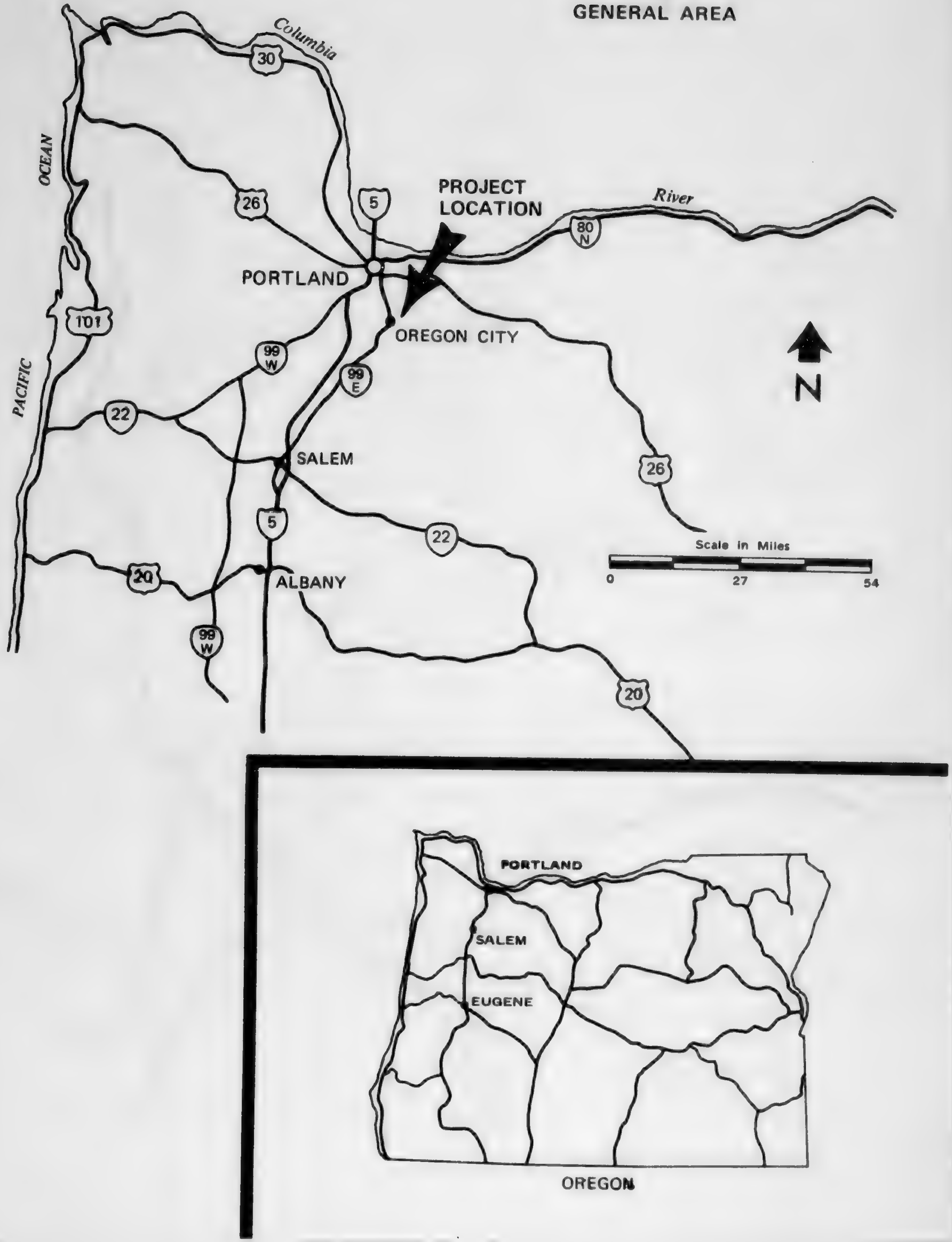
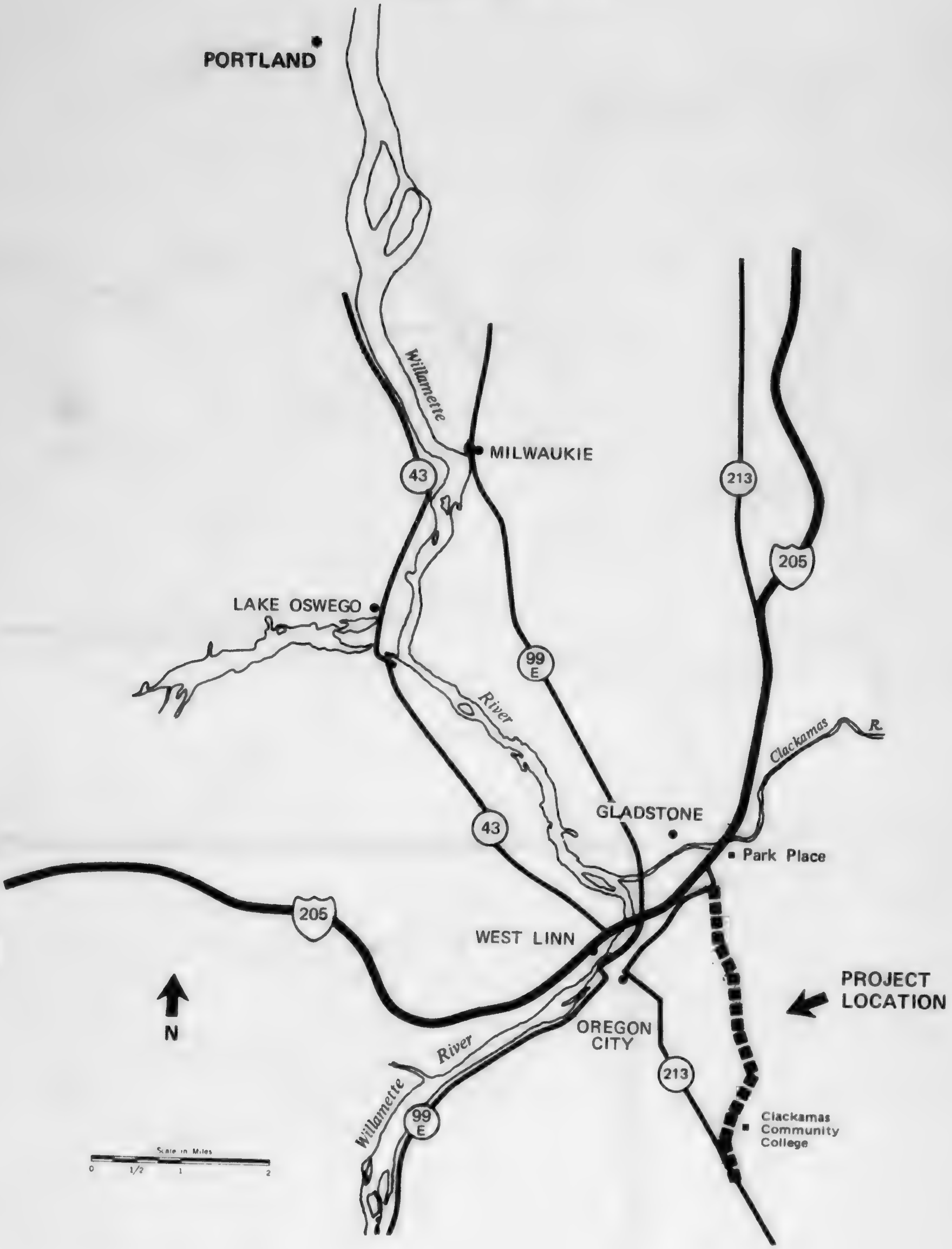

Columbia
River
30
OCEAN
PACIFIC
26
5
PROJECT LOCATION
80 N
PORTLAND
101
OREGON CITY
99 W
99 E
22
SALEM
26
5
22
20
ALBANY
99 W
20
N
Scale in Miles
0
27
54
PORTLAND
SALEM
EUGENE
OREGON

FIGURE 2

PROJECT LOCATION


PORTLAND
Willamette
MILWAUKIE
43
213
205
LAKE OSWEGO
99 E
River
Clackamas R.
GLADSTONE
43
Park Place
205
WEST LINN
PROJECT LOCATION
N
OREGON CITY
River
213
Willamette
99 E
Clackamas Community College
Scale in Miles
0
1/2
1
2

erated by planned growth. Improvements to the existing highway sufficient to manage the traffic would be extremely disruptive to densely developed residential and commercial neighborhoods, some of which contain sites of historical significance. Additionally, numerous school crossings, a school, library, hospital and City Hall located along the existing route could be seriously affected by large scale highway improvement.

Therefore, a roadway bypassing the developed areas of the community has been proposed. Due to the terrain and social impact constraints, the only location for a bypass which would serve traffic desires lies to the east of the city in less densely developed lands.

PROJECT NEED AND DESCRIPTION OF THE EXISTING ROUTE

Need

The provision of a safe and efficient limited access bypass, consistent with other social goals, is the objective of the project. Much of the traffic travels to and from points north instead of destinations in Oregon City. The present highway through the City cannot adequately function as both a through route and a local access for the traffic volumes currently travelling the route. Capacity of the highway has already been exceeded. As development occurs south of the city, traffic volumes will inevitably increase, further decreasing safety and efficiency. Therefore, the capability of the existing road to serve both functions will be even further reduced unless a bypass is constructed.

Traffic and accident characteristics of the existing route demonstrate the need for the project. Traffic volumes vary considerably on the existing highway through Oregon City. 1977 Average Daily Traffic (ADT) ranged from 10,700 vehicles south of the Clackamas Community College to 25,600 north of Beaver Creek Road. Volumes in the city ranged between 14,800 at 7th Street to 22,900 at Division. The "Traffic" subsection of the "Existing Environmental Character" chapter has further information.

From 1972 to 1977, the accident rate for the section between the North Terminus and Seventh Street has been significantly higher than the Statewide average for similar highways (generally 2 to 3 times higher). For the Seventh Street to the South Terminus section, the average has generally been somewhat higher than the Statewide average. The "Traffic" subsection of the "Existing Environmental Character" chapter has further accident information.

Existing Route Description

Existing ORE 213 between the Park Place Interchange and Clackamas Community College varies in roadway characteristics. From the Park Place Interchange to Division Street the highway (Washington Street and Seventh Street) is generally two-lane, varying in width from 26-44 feet. However, there is a short section of four-lane from 15th Street to 13th Street. From Division to Beaver Creek Road, the highway (Molalla Avenue) is a 44-48 foot wide, four-lane road.

From that point to the south project terminus, the highway consists of two lanes on a 32-foot roadway.

Eight intersections with traffic signals are located in the 2-1/3 mile segment between Redland and Beaver Creek Roads. Additionally, an emergency fire signal is located near the Adams/Seventh Street intersection. Because access is not limited through most of the section and due to the urban nature along much of the road, numerous other street intersections and private accesses/driveways join the highway, creating additional safety hazards and potential for delays.

Curves in the section pose no major problems, although the highway has one 90° corner from Washington to Seventh Street and two major and several minor curves. However, there are two steep grades: 1) between 14th and 9th streets, and 2) between John Adams and Mt. Hood streets. The initial hill averages 8%, although there is one segment with an 11% grade. The second hill has one segment in excess of 9-1/2%. (New highways are typically designed with maximum grades of 6% or less, although due to unusual terrain, exceptions to this can occur.)

Parking is restricted on one or both sides of the highway through much of the length of Washington Street; on one block of Seventh Street opposite City Hall and on Molalla Avenue.

DESCRIPTION OF THE SELECTED PROJECT ALTERNATIVE

Rationale for Selection

The "Modified Alternative", using Corridor B (Newell Creek Canyon route) has been selected for construction. The selection is based upon the following:

1. project is consistent with local and regional plans (as are all build alternatives);
2. project is consistent with State Air Quality Implementation Plan (as are all build alternatives);
3. all steps to minimize harm have been incorporated (as would have been the case with all build alternatives);
4. strong public support for construction of the bypass, using the Corridor B Modified alignment as expressed by a substantial majority of those testifying at the public hearing and other citizen involvement;
5. public testimony indicated concern with the social impacts and costs of the Corridor A routes, especially in the Holly Lane neighborhood;

6. support by the two local governments involved for Corridor B; both the Clackamas County Commission and the Oregon City Council have passed resolutions in support of the selected project.

Design

The right of way required will vary in width from about 150 to 700 feet. The roadway itself will be constructed with four 12-foot travel lanes (2 in each direction) and 10-foot shoulders. A 16-foot wide left turn median will be provided between the Park Place Interchange and Redland Road and between Beaver Creek Road and Molalla Avenue. An 8 foot median will be built between Redland and Beaver Creek Roads. See Figure 3 for typical roadway sections and Figure 4 for the location of the Corridor B Modified Route.

Access to the bypass will be allowed only at (north to south):

1. Park Place Interchange terminus;
2. Washington Street-Clackamas River Road;
3. Redland Road connector;
4. Beaver Creek Road;
5. Clackamas Community College access-Molalla Avenue;
6. Molalla Road terminus.

This is consistent with desires of local officials to limit access points to four between the two terminal points. Clackamas County Commissioners passed a resolution restricting access to the bypass to the roads indicated above in order to discourage development at intersections. This resolution was in response to the Columbia Regional Association of Governments resolution approving the project for funding, providing that development would not be encouraged at intersections and that land adjacent to and south of the bypass will be controlled to ensure that the bypass will not be overloaded.

Several modifications to existing roads near the proposed bypass and intersections with the bypass will also be constructed:

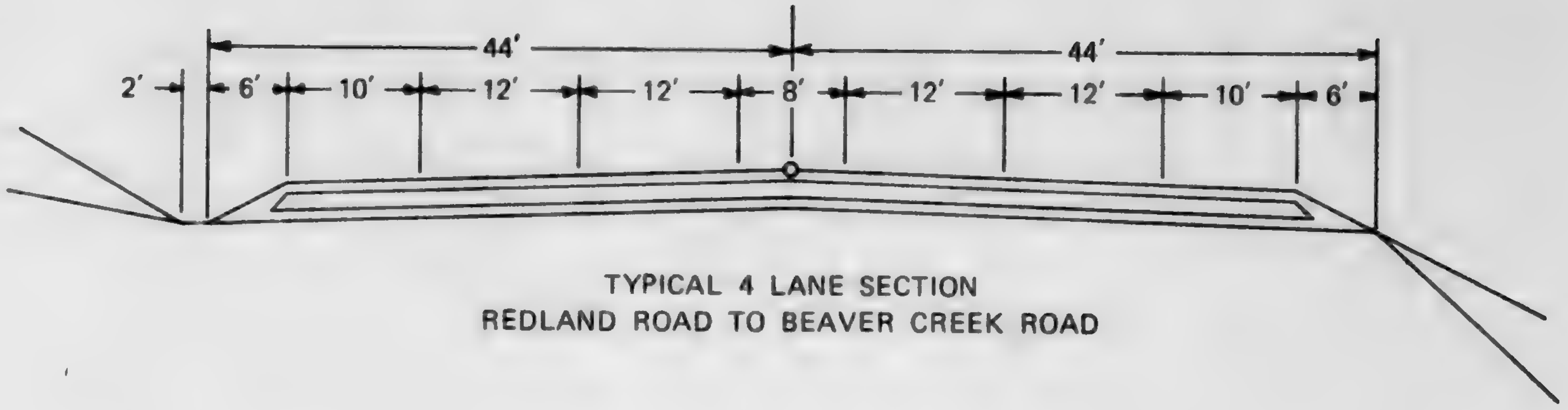
1. Washington Street-Clackamas River Road. The two will be realigned to a four-way intersection with the bypass, controlled by a signal.

2. Redland Road. An access to the bypass from Redland Road will be built; the "T" intersection will be controlled by a signal.

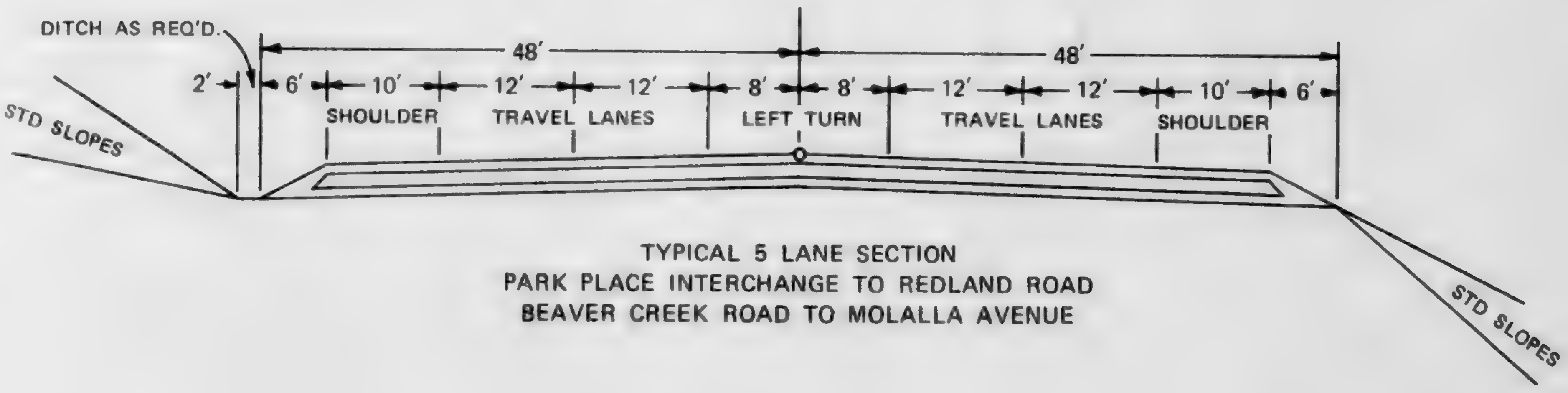
3. Beaver Creek Road, Thayer Road, Maple Lane. An intersection with the bypass will be built, controlled by a signal. Maple Lane will be terminated with a cul-de-sac and re-routed with a new extension leading to Beaver Creek Road. Thayer Road will also be realigned to intersect with the new Maple Lane extension. Beaver Creek Road will be reconstructed near to the bypass.

4. Clackamas Community College access-Molalla Avenue (existing ORE 213). The existing college entrance will be relocated and a four-way intersection built. A signal will control the intersection.

FIGURE 3
TYPICAL SECTIONS
Oregon City Bypass

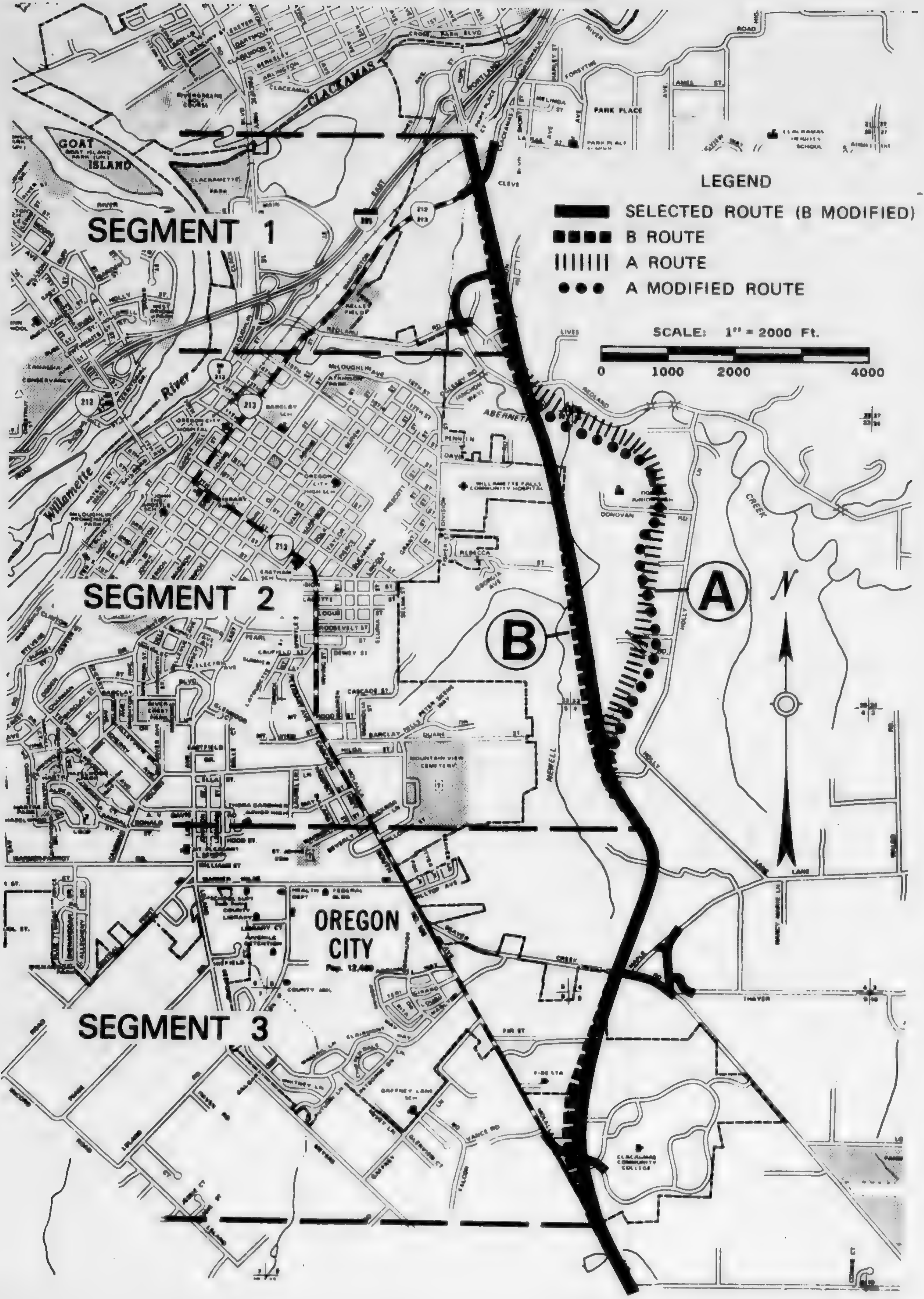

44'
44'
2'
6'
10'
12'
12'
8'
12'
12'
10'
6'

TYPICAL 4 LANE SECTION
REDLAND ROAD TO BEAVER CREEK ROAD


DITCH AS REQ'D.
STD SLOPES
48'
48'
2'
6'
10'
12'
12'
8'
8'
12'
12'
10'
6'
SHOULDER
TRAVEL LANES
LEFT TURN
TRAVEL LANES
SHOULDER
STD SLOPES

TYPICAL 5 LANE SECTION
PARK PLACE INTERCHANGE TO REDLAND ROAD
BEAVER CREEK ROAD TO MOLALLA AVENUE

FIGURE 4
PROJECT ALTERNATIVES


LEGEND
SELECTED ROUTE (B MODIFIED)
B ROUTE
A ROUTE
A MODIFIED ROUTE
SCALE: 1" = 2000 Ft.
0
1000
2000
4000
N
A
B
SEGMENT 1
SEGMENT 2
SEGMENT 3
OREGON CITY
Pop. 12,480
GOAT ISLAND
CLACKAMAS
Willamette River
212
213
PARK PLACE
ABERNETHY
CREEK
HOLLY
CLACKAMAS COMMUNITY COLLEGE
WILLAMETTE FALLS COMMUNITY HOSPITAL
MOUNTAIN VIEW CEMETERY

Route Description

From the Park Place Interchange, the bypass will be constructed in a southerly direction through the Clackamas River Road-Washington Street intersection. From this point, the highway will cross Rossman Sanitary Landfill to the "T" intersection with the new Redland Road connector entering from the west. Continuing generally south from the intersection, the bypass will pass under Holcomb Road and cross over Redland Road. New bridges will be constructed on Holcomb over the bypass and on the bypass over Redland.

From Redland, the highway will continue southerly, crossing Abernethy Creek with a new structure, then follow the west side of Newell Creek Canyon upstream. About 1/3 of the way up the canyon, the bypass will cross the creek with a bridge. Continuing generally southerly on the east side of the canyon to the Beaver Creek Road intersection, the highway passes under two major electric transmission lines. No accesses will be allowed between Redland and Beaver Creek Roads.

From the Beaver Creek Road intersection, the bypass will continue southwesterly to the intersection for Molalla Avenue and the Clackamas Community College entrance. From this intersection to the south project terminus, the bypass will be constructed essentially on the existing highway for approximately 0.1 mile. At that point, the bypass will terminate at the existing highway north of Glen Oak/Caulfield roads.

ROADWAY AND PROJECT HISTORY

Transportation routes in the Oregon City area, including the general route of the Cascade Highway, originated during the late fur trade and early settlement eras. The present highway follows city streets and local roads that predate the State highway system.

In the 1910's, the road was improved to gravel surface, then to oil and asphalt in the late 1930's and 1940's. In the late 1940's and early 1950's, traffic volumes began to increase to the point where studies were necessary to investigate another route through or around Oregon City. The traffic problem at that time was related to logging activity, suburban development, and farm-to-market agricultural traffic. Elimination of railroad crossings, reductions of steep grades, alleviation of the flood problems and decreasing the school, park and residential conflicts were also analyzed.

From the 1950's to the present, further studies were done or updated, but sufficient funds were not available to construct a bypass. However, during the early 1970's, the proposed Mt. Hood Freeway in Portland began to generate controversy. After a series of actions by local, regional, state and federal officials, the proposed Mt. Hood Freeway was removed from the Interstate System. This action made a source of funds available for various projects in the metropolitan area, part of which were assigned to the Oregon City Bypass. The 1978 Six-Year Highway Improvement Program adopted by the Oregon Transportation Commission includes the project for construction in fiscal year 1981.

PROJECT COORDINATION AND PUBLIC INVOLVEMENT

Coordination with all levels of government, federal, state, local and special district agencies and elected officials has been an integral part of project conception and development. From the earliest stages, there have been numerous meetings and informal contacts with officials of Clackamas County, Oregon City and the Metropolitan Service District as to the need for, nature, design and financing of the project. Further, there have been meetings with the State Fish and Wildlife Department, the State Historic Preservation Office, Land Conservation and Development Department and the U.S. Fish and Wildlife Service to scope the issues and impacts associated with the project. Additionally, many local, state, federal and special district officials received copies of the Draft EIS and were requested to comment.

Coordination with the public has been mainly through the project Citizens Advisory Committee (CAC). The CAC was appointed in November 1977 by the Oregon Department of Transportation (ODOT) after individuals were suggested by Oregon City and Clackamas County officials. The CAC, which includes representatives of local neighborhood groups, business and local officials, met as necessary to express local concerns to ODOT and review project progress. Meetings varied in format from the more general public meetings to committee work sessions.

CAC concerns have centered around the adverse impacts to neighborhoods, the overall traffic and road design considerations and the effects on schools, churches and displaced persons. At a public meeting in May, 1978, the CAC took a formal stand in favor of the Corridor B route.

A formal public hearing to discuss the project was held on July 25, 1979. Pre-hearing activity included a public information meeting on June 26 and an afternoon information session immediately before the hearing. About 12,000 copies of a four page newsletter were mailed throughout the area and required legal notices were placed in three newspapers serving the area.

About 160 persons attended the formal corridor/design public hearing at Ogden Junior High School. Thirty offered oral testimony, three of which also submitted written statements. Forty hearing cards were submitted, ten of which included written testimony. Finally, fourteen letters were received including testimony.

Thirty-nine persons favored the Build alternative and 3 the No-Build. Thirty-two favored the route through Newell Creek canyon and 5 favored the route on the ridge. Detailed comments and responses to the comments are included at the conclusion of this EIS in the "Comments and Response" chapter.

Both the Clackamas County Board of Commissioners and the City Commission of Oregon City passed resolutions supporting construction of the bypass using the canyon (Corridor B - B Modified) route.

EXISTING ENVIRONMENTAL CHARACTER, IMPACTS AND MITIGATION OF THE SELECTED PROJECT

This section describes the existing environmental conditions, anticipated effects of the project and methods to eliminate or reduce harmful social and natural environmental impacts of the selected alternative (Modified route B).

TRAFFIC

Existing Setting

The street and highway network serving the project area is characterized by high traffic volumes and congestion, especially during the rush hours. Annual traffic volumes are increasing at a rate of about 2 percent per year. However, the traffic growth rate varies for the last five years from 2-14 percent, depending on the road section. These rates are enough to aggravate already poor traffic conditions, especially where streets and roads intersect the Cascade Highway.

Traffic volumes on the road network affected by the proposed bypass are shown in Figure 5 and Table 1 for the years 1977 and 1997. The highest volumes for 1977 occurred on the Molalla Avenue (17,000-25,600 average weekday traffic-AWD), Seventh Street (21,800 AWD), and Washington Street (14,800-18,000 AWD) portions of the Cascade Highway. Traffic movement along most of the route is poor due to restricted speeds, signals at several intersections and inadequate number of lanes. Furthermore, traffic forecasts for 1997 indicate more growth, resulting in further deterioration of traffic service. In fact, the predicted trip demand is in excess of what the major road network can serve, without the bypass in place.

Traffic safety on the Cascade Highway is poor because of the congested driving conditions. The existing highway is divided into two segments for accident reporting: 1) north terminus to Seventh Street and 2) Seventh Street to the south project terminus. In 1976, the first section had 48 accidents, whereas the longer second section had 125. As indicated on Table 2, the accident rate for the first section is 2-1/2 to 4 times higher than the Statewide average for similar highways; the rate for the second section is generally slightly higher than the Statewide average. For 1977, the recorded accident rate for the entire section was 96% higher than the Statewide average.

The highest accident rate occurs on Washington Street section between 7th and 14th Streets. The largest number of intersection accidents occurs along the existing route at Warner Milne Road, 12th Street and Polk Street, but virtually every intersection in the more developed parts of town is involved.

Three major roads cross or join the Cascade Highway between the termini of the proposed bypass: Beaver Creek, Redland and Clackamas River.

FIGURE 5
AVERAGE WEEKDAY TRAFFIC VOLUMES

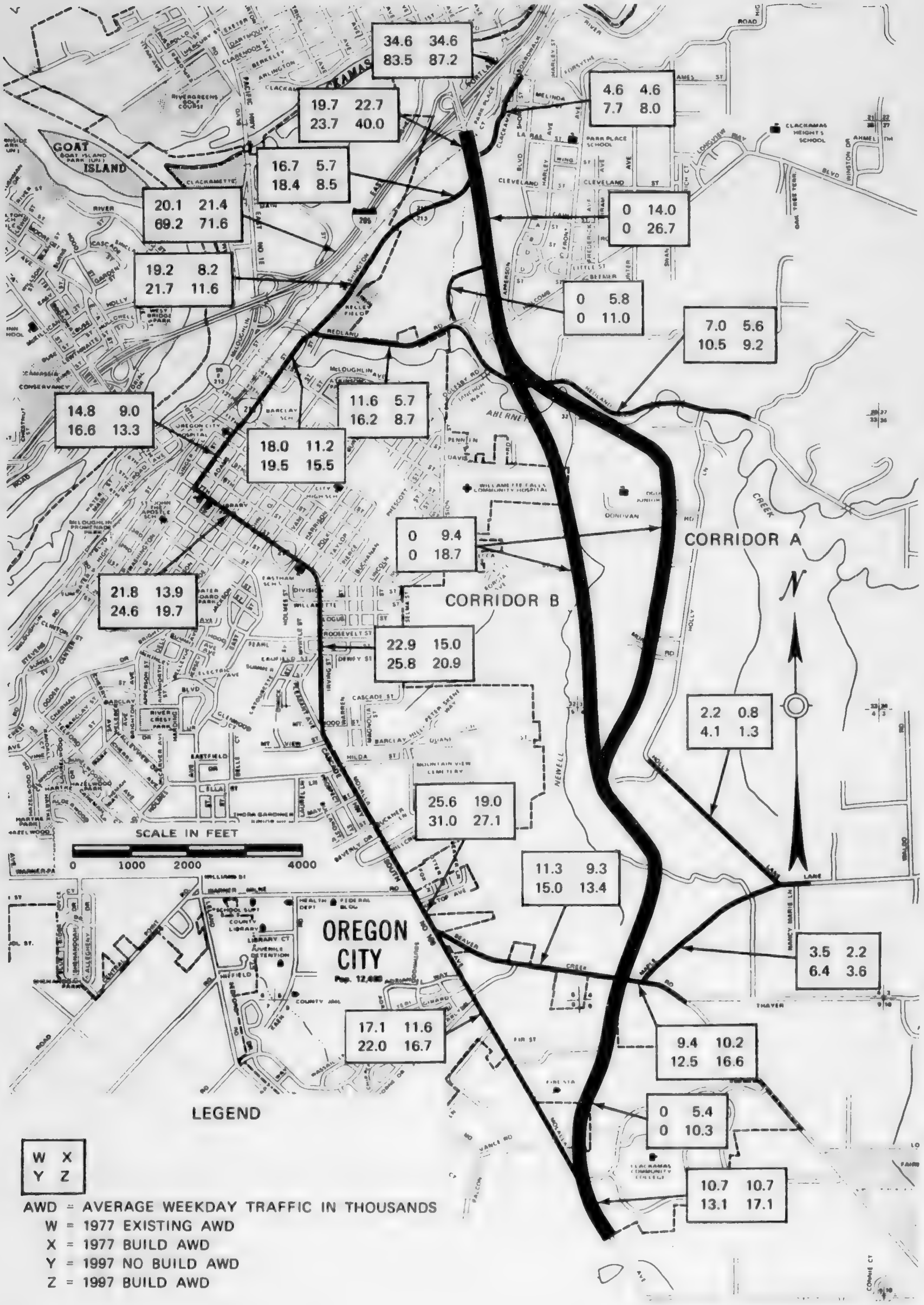

34.6 34.6
83.5 87.2
19.7 22.7
23.7 40.0
4.6 4.6
7.7 8.0
GOAT ISLAND
16.7 5.7
18.4 8.5
20.1 21.4
69.2 71.6
0 14.0
0 26.7
19.2 8.2
21.7 11.6
0 5.8
0 11.0
7.0 5.6
10.5 9.2
14.8 9.0
16.6 13.3
11.6 5.7
16.2 8.7
18.0 11.2
19.5 15.5
0 9.4
0 18.7
CORRIDOR A
N
21.8 13.9
24.6 19.7
CORRIDOR B
22.9 15.0
25.8 20.9
2.2 0.8
4.1 1.3
25.6 19.0
31.0 27.1
SCALE IN FEET
0 1000 2000 4000
11.3 9.3
15.0 13.4
OREGON CITY
3.5 2.2
6.4 3.6
17.1 11.6
22.0 16.7
9.4 10.2
12.5 16.6
0 5.4
0 10.3
10.7 10.7
13.1 17.1
LEGEND
W X
Y Z
AWD = AVERAGE WEEKDAY TRAFFIC IN THOUSANDS
W = 1977 EXISTING AWD
X = 1977 BUILD AWD
Y = 1997 NO BUILD AWD
Z = 1997 BUILD AWD

TABLE 1
PARK PLACE - CLACKAMAS COMMUNITY COLLEGE
Traffic Volume Comparison

Location	1977*		1997	
	Existing	With Bypass	No-Build	Build
		- Average Weekday Traffic -		
Beaver Creek Road				
E. of Maple Lane	9,200	9,200	12,500	15,000
W. of Maple Lane	9,400	10,200	12,500	16,600
E. of Cascade Hwy.	11,300	9,300	15,000	13,400
Cascade Highway				
S. of Clackamas C. College	10,700	10,700	13,100	17,100
N. of Clackamas C. College	13,200	7,900	16,600	11,200
S. of Beaver Creek Road	17,100	11,600	22,000	16,700
N. of Beaver Creek Road	25,600*	19,000*	31,000	27,100
S. of Division Street	22,900	15,000	25,800	20,900
E. of Washington Street	21,800	13,900	24,600	19,700
N. of 7th St.	14,800	9,000	18,600	13,300
S. of Redland Road	18,000	11,200	19,500	15,500
N. of Redland Road	19,200	8,200	21,700	11,600
S. of Clackamas River Rd.	16,700	5,700	18,400	8,500
Redland Road				
E. of Holly Lane	4,300	4,300	5,550	7,050
W. of Holly Lane	7,000	5,600	10,500	9,200
E. of Holcomb Road	7,500	6,100	11,500	10,200
W. of Holcomb Road	9,300	5,300	12,700	8,300
E. of Washington Street	11,600	5,700	16,200	8,700
Holly Lane				
N. of Beaver Creek Road	3,500	2,200	6,400	3,600
N. of Maple Lane	2,200	800	4,100	1,300
S. of Redland Road	3,000	1,600	5,400	2,600
Holcomb Road				
E. of Redland Road	4,300	4,300	6,800	7,500
Clackamas River Road				
E. of Cascade Highway	4,600	4,600	7,700	8,000
Oregon City Bypass				
S. of Clackamas C. College	--	4,200	--	8,100
N. of Clackamas C. College	--	5,400	--	10,300
N. of Beaver Creek Road	--	9,400	--	18,700
N. of Redland Connection	--	14,000	--	26,700
N. of Clackamas River Rd.	19,700	22,700	23,700	40,000

*Assumes bypass was operational in 1977.

TABLE 2

ACCIDENT RATE INFORMATION
(Accidents per million vehicle miles)

		1972	1973	1974	1975	1976
1.	North Terminus to 7th Street	21.64	13.83	22.64	16.43	18.58
2.	7th Street to South Terminus	7.64	6.16	5.52	8.33	7.12
*	Statewide average all urban, primary nonfreeways	7.09	5.69	5.74	6.38	5.28

These roads had average daily traffic (ADT) volumes in 1977 in excess of 11,000 just east of the highway; traffic service on these roads is generally poor.

Other roads in the vicinity of the proposed bypass are Holly Lane and Maple Lane. These have comparatively low traffic volumes (2,200-3,500 ADT), but are expected to realize nearly a doubling in traffic by 1997, without a bypass in operation.

There are two major highways in the project area which carry large traffic volumes: Highway 99E (McLoughlin Boulevard) and Interstate 205.

Environmental Impacts

Environmental impacts evaluated in this section include: effects on trip generation, traffic diversion, traffic service and traffic safety.

Traffic impacts will be the same for all bypass build alternatives. The major beneficial effect of opening the bypass will be the diversion of Clackamas Community College and through-traffic from the existing Cascade Highway through town and Redland Road. These reductions are summarized in Table 3. The information in the 1977 column is of course, theoretical, but it illustrates the immediate and direct effects of opening the bypass. Diversion of traffic in the future will be less because maximum traffic capacity will have been reached on several sections of the road system. The difference in volumes was directly assigned to the bypass for 1977; Table 4 summarizes traffic on the bypass for 1977 and 1997.

While the bypass will generally decrease traffic volumes on the existing road system, several roads will experience increases as shown on Table 5.

TABLE 3

ROAD SECTIONS WITH REDUCED TRAFFIC BECAUSE OF DIVERSIONS TO THE BYPASS

	1977 ADT			1997 ADT		
Location	Exist-ing	Reduc-tion	% Reduc. to Exist.	w/o Bypass	Reduc.* w/Bypass	% Reduc. w/Bypass
Beaver Cr. Road						
E. of Cascade Hwy.	11,300 -	2,000	(18%)	15,000 -	1,600	(11%)
Cascade Highway						
S. of Beaver Cr. Rd.	17,100 -	5,500	(32%)	22,000 -	5,300	(24%)
N. of Beaver Cr. Rd.	25,600 -	6,600	(26%)	31,000 -	3,900	(13%)
S. of Division St.	22,900 -	7,900	(34%)	25,800 -	4,900	(19%)
E. of Washington St.	21,800 -	7,900	(36%)	24,600 -	4,700	(19%)
N. of 7th St.	14,800 -	5,800	(39%)	18,600 -	5,300	(28%)
S. of Redland Rd.	18,000 -	6,800	(38%)	19,500 -	4,000	(21%)
N. of Redland Rd.	19,200 -	11,000	(57%)	21,700 -	10,100	(47%)
S. of Clack. R. Rd.	16,700 -	11,000	(66%)	18,400 -	9,900	(54%)
Redland Road						
W. of Holly Lane	7,000 -	1,400	(20%)	10,500 -	1,300	(12%)
E. of Holcomb	7,500 -	1,400	(19%)	11,500 -	1,300	(11%)
W. of Holcomb	9,300 -	4,000	(43%)	12,700 -	4,400	(35%)
E. of Washington	11,600 -	5,900	(51%)	16,200 -	7,500	(46%)
Holly Lane						
N. of Maple	2,200 -	1,400	(64%)	4,100 -	2,800	(68%)

*Reductions are less in 1997 than 1977 due to limited growth with the No-Build alternate.

TABLE 4

AVERAGE WEEKDAY TRAFFIC ON OREGON CITY BYPASS

	1977	1997
Segment 1		
I-205 Connection (82nd Avenue)	22,700	40,000
Between Abernethy Rd. and Cascade Highway	14,000	26,700
Segment 2 (A or B)	9,400	18,700
Segment 3		
S. of Beaver Creek Rd.	5,400	10,300

TABLE 5

ROAD SECTIONS WITH INCREASED TRAFFIC VOLUMES FROM OPERATION OF BYPASS

	1977 ADT			1997 ADT		
	Existing	Increase	% Increase to Exist.	w/o Bypass	Increase w/Bypass	% Increase w/Bypass
Beaver Cr. Rd. E. of Maple	9,200	--	--	12,500	2,500	20%
Cascade Hwy. S. of CCC	10,700	--	--	13,100	4,000	31%
Redland Rd. E. of Holly Lane	4,300	--	--	5,550	1,500	27%
Holcomb Rd. E. of Redland Rd.	4,300	--	--	6,800	700	10%
Clackamas R. Rd. E. of Cascade Hwy.	4,600	--	--	7,700	300	4%

The project will not significantly affect traffic flow on ORE 99E or I-205. The amount of additional traffic on I-205 as a result of the bypass will be less than a 5% increase. The Park Place Interchange, however, will be near or at capacity.

The effect on 82nd Avenue (if the High Rocks Bridge over the Clackamas River is reopened) will not be significant, because absolute traffic increases appear to be low. The bridge is now closed.

The traffic capacity created by the bypass will allow forecasted traffic growth to be met. As the design year is approached, however, traffic congestion will approach existing conditions. This means essentially that the bypass will generate more trips than possible under No-Build conditions. Trip generation will be about 19 percent greater than No-Build levels. In other words, growth exceeds the ability of the street network to accommodate the additional traffic generation.

Despite the major addition to overall highway capacity from the bypass, the existing network will remain congested. Initially the amount of traffic diversion will noticeably improve traffic service, but areawide growth will steadily diminish this benefit. It is predicted that by 1997 traffic volumes and, likewise, traffic service, will approximate existing conditions, as shown on Table 1 and Figure 5. However, the character of the traffic on the existing road system will change. Traffic on the existing system will primarily have local in-city destinations, whereas vehicles on the bypass will be mainly through traffic.

ENERGY

The analysis performed to determine the effects of the project on energy consumption involved two factors: annual energy use by road users; and construction energy use. In evaluating road user energy consumption, several elements are considered to have direct effects on energy use: road alignment, gradient and surface condition; traffic speed variations; and intersection controls, such as stop signs or traffic lights. The figures listed below are results of the analysis and are relative estimates, not absolute predictions.

The annual road user energy consumption in 1977 on the existing highway was about 244-268 billion BTU's. (One billion BTU's is approximately equal to the energy value of 172 barrels or 7,224 gallons of oil). In 1997, if the bypass were not constructed, road user energy consumption would be about 516-528 billion BTU's.

In contrast, by building the bypass, road user energy consumption on the existing highway and the bypass will be about 407-437 billion BTU's. This represents a savings compared to the No-Build of about 91-109 billion BTU's (13,400-16,500 barrels or 563-693 thousand gallons of oil).

Construction energy use for building the bypass will be about 131 billion BTU's.

GEOLOGY

Existing Setting

Project area terrain varies from level floodplain to hill slope and level uplands. Elevations along the corridor range from about 20 feet above sea level just south of the Park Place Interchange to 430 feet north of Clackamas Community College.

Rock types range from sand and silt deposits at Rossman Sanitary Landfill in the north part of the corridor, conglomeratic quartzite and basalt pebbles and cobbles to Redland Road, mudstone and siltstone in Newell Creek Canyon to deep soils overlying lava south of Beaver Creek Road. As no evidence of faulting, dipping, or structural deformation is present, it is assumed that the underlying formations are flat-lying. Localized dips, however, particularly those tilted downslope, may occur and could cause serious landslide problems.

No known mineral resources (ore or rock), other than construction fill, are located in the project area. No State-owned materials source is available in the area. Aggregate and riprap for construction will come from private sources several miles from the project site.

Erodibility of the soils ranges from slight to high. The high hazard area is in Newell Creek Canyon.

Groundwater in the north part of the project and seepage in Newell Creek Canyon could be problems. Geologic hazards found along the project corridor include (from north to south):

High fill at Park Place Interchange;
Rossman Sanitary Landfill;
Abernethy Creek floodplain, likely underlain by compressible material;
Three large landslides and unstable slope areas, numerous small landslides, a gully which may have an unstable subsurface, an old refuse disposal site, all in Newell Creek canyon.

Environmental Impacts

Table 6 summarizes material quantities needed to construct the project. The project is planned to be "balanced," indicating there would be no borrow, surplus, or waste materials. Excavated material will be used for embankment at other sites along the route.

Table 7 summarizes the clearing and seeding requirements. About 135 acres will be cleared; 92 of which will be reseeded.

TABLE 6

ESTIMATED AGGREGATE AND ASPHALTIC CONCRETE QUANTITIES

Material	(tons)
Aggregate in Base	60,300
Class "B" AC Wearing	46,000
Class "B" AC Base	58,600
Tack Coat	18
Asphalt Cement in Mix	6,800
Total	171,718

TABLE 7

ESTIMATED CLEARING AND SEEDING

No.*	Impacts	Acreage
1	Clearing & Grubbing	135
2	Seeding & Mulching	92

*No. 1: Clearing and grubbing include brush and and tree areas, but excludes open areas, such as pastures.

*No. 2: Seeding and mulching acreage is the bared area not to be covered by pavement, shoulders or other highway facilities.

Geologic hazards are minimal in the north part of the project and apparently nonexistent in the south. The part of the project through Newell Creek Canyon has potentially severe geologic hazards. The route has three landslides, numerous unstable slopes; seepage problems and potential for slope failure, erosion and siltation.

Mitigative Measures

Engineering and geological investigations will be performed to determine the appropriate mitigative measures for geologic hazards. The following are potential measures that are under investigation.

The most effective erosion and siltation control measure is treating bare areas, particularly cut and fill slopes, as soon as practical. Serious soil loss can occur on all excavated, fill and cleared areas unless control is implemented as construction progresses. This will be particularly necessary on this project where much of the subgrade is easily erodible.

The primary mitigative measures for erosion control provide drainage by means of pipes, culverts, or ditches; stabilization of the subgrade by lime or cement; support for unstable slopes by rock buttresses; and establishing protective vegetation on slopes. Runoff from slopes will be diverted from cut faces. Protection of fills will be accomplished by clearing and grubbing the site, stabilizing the subgrade, treating and compacting the fill material, providing drainage and vegetating the slopes.

In providing vegetative cover, seeding of grass, fertilizing, and mulching will be done in sufficient time during the growing season to assure growth. This will be done as soon as construction allows. Other erosion control measures that may be used include straw punched into bared area, woven blankets, jute matting, chicken wire or fiberglass roving, settling basins, splash pads, energy dissipators, check dams, riprap and stone-lined ditches.

Requirements for erosion and siltation control will be written into the contracts and project plans will include drainage and control facilities. No more than about 17 acres of erodible earth will be exposed by excavation, fill or borrow and by clearing and grubbing at one time without approval of the resident engineer.

All vertical and horizontal survey monuments will be recorded and the agency responsible notified. If a marker is disturbed, covered or otherwise destroyed, reference points indicating the point will be established.

Table 8 and Figure 6 summarizes geologic hazards and mitigative measures. The subsurface for the high fill at Station 110-120 will be investigated to prepare a proper design for the fill and proper plans for compaction. Since the Abernethy Creek floodplain (Stations 149-154) is compressible, an investigation will be done to determine soil competency and proper fill design.

FIGURE 6
STATION LOCATIONS AND GEOLOGIC HAZARDS

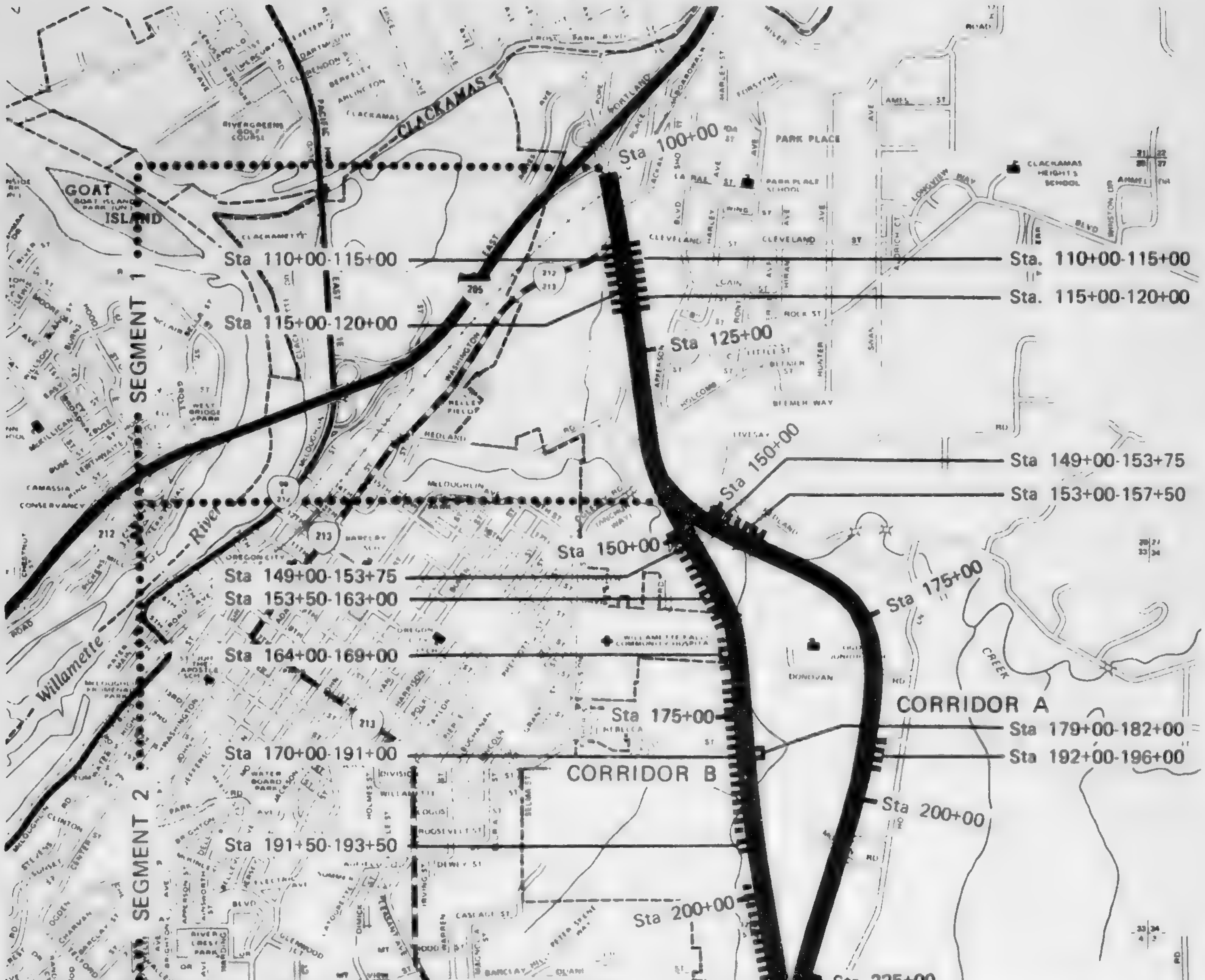

Sta 100+00
Sta 110+00-115+00
Sta. 110+00-115+00
Sta. 115+00-120+00
Sta 115+00-120+00
Sta 125+00
Sta 150+00
Sta 149+00-153+75
Sta 153+00-157+50
Sta 150+00
Sta 175+00
Sta 149+00-153+75
Sta 153+50-163+00
Sta 164+00-169+00
CORRIDOR A
Sta 175+00
Sta 179+00-182+00
Sta 192+00-196+00
Sta 170+00-191+00
CORRIDOR B
Sta 200+00
Sta 191+50-193+50
Sta 200+00
Sta 225+00
Sta 198+00-228+00
Sta 224+50-227+50
Sta 225+00
Sta 250+00
Sta 241+00-244+00
Sta 253+00-255+00
Sta 250+00
OREGON CITY
Pop. 12,460
Sta 275+00
Sta 300+00
Sta 322+00
SEGMENT 1
SEGMENT 2
SEGMENT 3
SCALE IN FEET
0
1000
2000
4000
N
GOAT ISLAND
CLACKAMAS
Willamette
River
PARK PLACE
CLACKAMAS HEIGHTS SCHOOL
CLEVELAND
205
212
213
99E
See TABLE 8 for Summary Geologic Hazards and Mitigations

TABLE 8

SUMMARY
GEOLOGIC HAZARDS AND MITIGATIONS*

STATIONS	HAZARDS**	MITIGATIONS
110+00-115+00	Landfill presents subsidence problems.	Suitable bearing (support) will be provided for the highway.
115+00-120+00	High fill to be placed across low, wet area.	Subsurface investigation to prepare design for fill.
149+00-153+75	Abernethy Creek floodplain, likely underlain by compressible material.	Subsurface investigation to determine competency and prepare designs for fill and bridge foundation.
153+50-163+00	Alignment crosses large slide apparently inactive at this time.	Subsurface investigation to determine instability of slope and corrective measure such as perforated pipes, rock ballast or rock inlay, and cutting into the slide as little as possible.
164+00-169+00	Alignment crosses large slide apparently inactive at this time.	Subsurface investigation to determine mitigation to stabilize slide; probably drainage, removing material from head area, placing ballast rock, directing slope runoff away from slide, and cutting into the slide as little as possible.
170+00-191+00	Occasional bent or leaning trees indicate unstable slope areas.	Clear and stake alignment line so any problem areas can be identified and mitigation determined.
179+00-182+00	Old dump presents subsidence problems.	Same mitigation as Stations 110+00-115+00.
191+50-193+50	Alignment crosses 800-foot-long slide apparently inactive at this time.	Same mitigation as Stations 164+00-169+00 above.
198+00-226+00	Numerous small slides apparently inactive at this time occur here.	Subsurface investigation to determine stabilization methods; probably drainage, treatment of subgrade soils, ballast rock, and removing some slide material.
241+00-244+00	Suspect unstable subsurface in gully.	Subsurface investigation to determine if and what corrective measures are necessary.
All Stations	Any downslope dips of the strata, not observed due to dense vegetation and deeply weathered rock, could cause serious slide problems if disturbed.	Same mitigation as Stations 170+00-191+00 above.

*Mitigations are preliminary and will be further evaluated and refined by subsurface investigation.
**See Figure 6 map for locations of hazards.

The apparently inactive slides (Stations 153-163) will be investigated to determine the competency of the slopes and the measures necessary to stabilize them. These could include perforated drain pipes, rock ballast or inlay, and cutting into the slide as little as possible. The slides at Stations 198, 201, 203, 210+50, 211, 214+50, and 228 will be evaluated similarly. Mitigation may include treatment to stabilize subgrade soils, drainage, ballast rock and removing some material.

The gullies (224+50-227+50) will be investigated to determine how to stabilize the subgrade. Such measures may include proper drainage, soil treatment, excavation and backfill. Other gullies (241-244) will have precautionary subsurface investigations to determine soil competency and the mitigative measures necessary to correct problems, if any are discovered.

The landslides (153+50-163 and 164-169) will be investigated to determine mitigation necessary to stabilize them. Such measures could include drainage, removal of material from above to lessen weight, placing rock ballast, and cutting into the slide as little as possible. All slides will have slope runoff diverted from the slide face.

Unobserved geologic hazards may occur from Stations 170 to 191. Any local dips or tilted rock strata not apparent could cause serious landslide problems. Mitigation will be the same as for other slide areas, if any are encountered.

WATER RESOURCES AND AQUATIC BIOLOGY

Existing Setting

Hydrology: The project area is in the 30 square mile Abernethy Creek Basin, an easterly tributary of the Willamette River. The watershed is largely rural and forested, but is urbanizing in the project area. This urbanization is causing changes in the watershed: it alters surface flow volumes, infiltration, groundwater supplies, summer low flows, timing and height of flood peaks, etc. The watershed therefore, is in transition from a hydrologic aspect. Any effects caused by the project should be judged in this context.

Newell Creek, an undeveloped forested and secluded tributary basin of Abernethy Creek, drains an area of 2.8 square miles. It flows in a deep valley, entering Abernethy Creek at River Mile (RM) 1.4.

Few stream flow data are available, but Abernethy Creek generally ranges from 1 to 20 cubic feet per second (cfs) at upstream sites, with less variation near the mouth. The lesser variation is due to Willamette River waters that even out low flow periods at the creek mouth. Low summer flows appear to be a problem causing poor fish passage and decreased water quality. Newell Creek had good flows on the date sampled (one week after an extended period of early season rains), and is a perennial stream at least to Beaver Creek Road. Runoff characteristics of both creeks are similar to other western Oregon streams, with short durations of high water soon after heavy rainfalls, generally late October through April. A 1500-2000 cfs flow after rainfall would not be uncommon for Abernethy Creek.

Backwater from the Willamette affects Abernethy Creek in its lower reach during high water. All eight bridges over the creek below R.M. 2.0 except the Holly Lane Bridge were submerged in the December, 1964 flood and all restrict high flows to some degree. In addition to the bridges, there are some natural obstructions in the creek channel. Figure 7 shows the "100-year" or 1% floodplain adjacent to the project. The change in local topography on the floodplain between Abernethy Creek and the Clackamas River, primarily as a result of Rossman Sanitary Landfill, appears to have little effect on flood heights and floodplain boundaries.

Water Chemistry: Abernethy Creek and its tributaries are protected by Department of Environmental Quality water quality standards for the following beneficial uses:

- Domestic and industrial water supplies
- Livestock watering
- Salmonid fish rearing and spawning
- Fishing
- Aesthetic quality
- Irrigation
- Anadromous fish passage
- Resident fish and aquatic life
- Wildlife and hunting

Abernethy Creek is considered to have marginal oxygen conditions for salmonid rearing and adequate conditions for other fishes; Newell Creek appears well oxygenated along most of its length, with conditions deteriorating towards its mouth to levels similar to Abernethy Creek.

Of 16 temperatures recorded for Abernethy Creek at various locations and times, only two exceeded the 64°F upper limit for salmonid fishes. Neither of the two measurements along Newell Creek exceeded the limit. Stream cover along Abernethy Creek ranges from good to moderate, whereas Newell Creek is very well shaded and has excellent cover in all but a few places.

Background turbidities are not well known in this basin, but the 6 data points on Abernethy Creek indicate a background of 4-28 NTU (Nephelometric Turbidity Units, a measure of how greatly light penetration is reduced in a water sample). Newell Creek has only 4 measurements, and turbidity is very low, 4-5 NTU.

Waters in both Abernethy and Newell creeks are slightly alkaline and do not violate the DEQ pH standard. None of the measurements on the two creeks violate the federal alkalinity (carbonate system) guideline.

Eight of the nine samples from Abernethy Creek taken for fecal coliform bacteria, a primary indicator of fecal contamination, violate the DEQ standard. No comparable data exist for Newell Creek, however. No violations of nitrate standards were found in samples from either Newell or Abernethy creeks, but 4 of the 7 samples on Abernethy Creek and 3 of the 4 on Newell Creek were in excess of the phosphate standard. This is probably due to the chronic sewage pollution in the watershed.

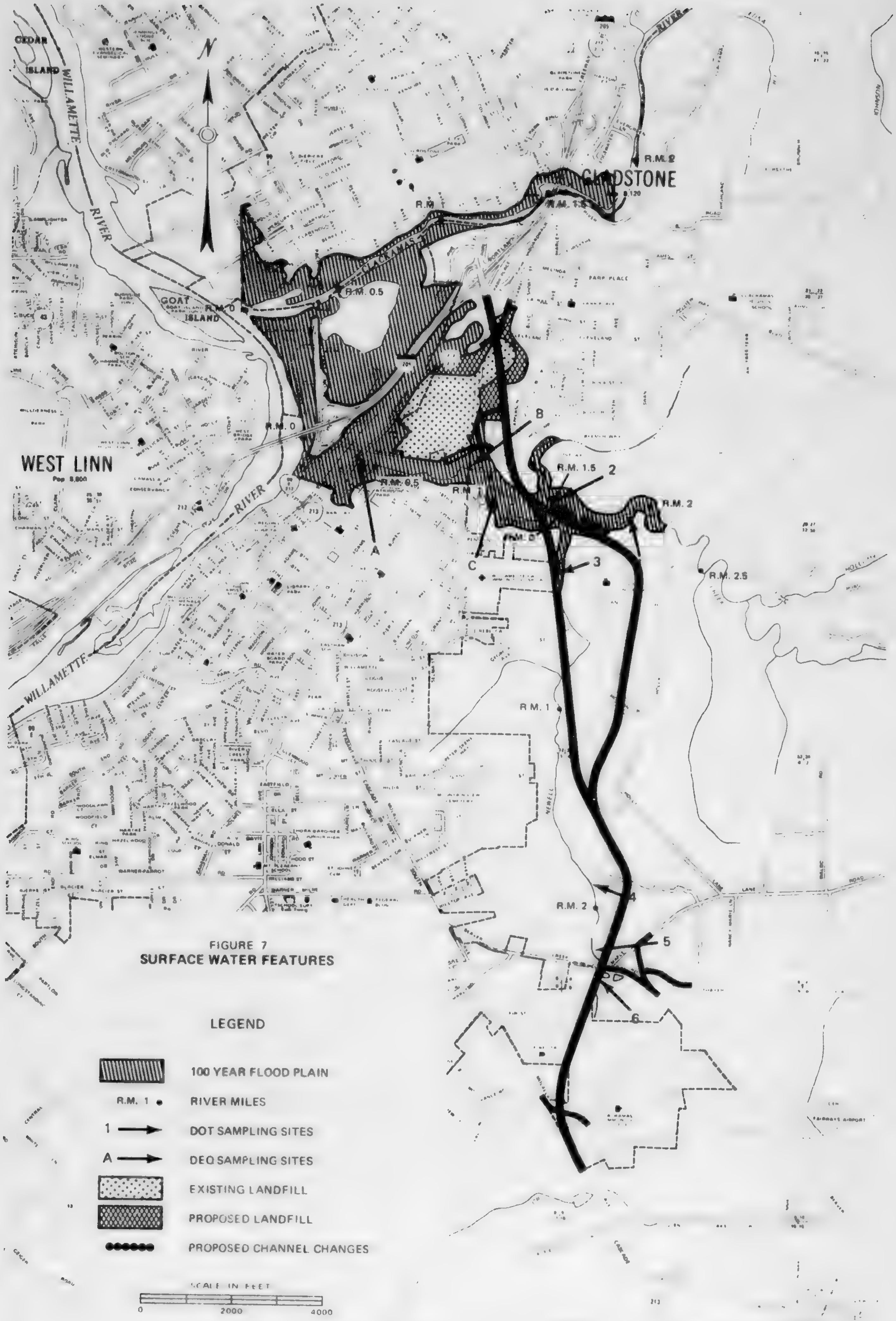

N
CEDAR ISLAND
WILLAMETTE RIVER
GOAT ISLAND
WEST LINN
Pop 5,800
GLADSTONE
CLACKAMAS
RIVER
R.M. 0
R.M. 0.5
R.M. 1
R.M. 1.5
R.M. 2
R.M. 2.5
A
B
C
1
2
3
4
5
6
LEGEND
▨ 100 YEAR FLOOD PLAIN
R.M. 1 ● RIVER MILES
1 → DOT SAMPLING SITES
A → DEQ SAMPLING SITES
EXISTING LANDFILL
PROPOSED LANDFILL
●●●●●● PROPOSED CHANNEL CHANGES
SCALE IN FEET
0
2000
4000

FIGURE 7
SURFACE WATER FEATURES

In summary, existing water quality of Newell Creek is good to excellent; Abernethy Creek is in a more degraded condition with moderate to good quality generally, but with poor water quality at times.

Aquatic Habitat and Fisheries: Fish species using the Abernethy Creek Basin include anadromous* late run winter steelhead trout and coho salmon, resident cutthroat trout, and numerous nongame species.

The steelhead and salmon use Abernethy Creek as a passage and rearing area and Newell Creek as a spawning area. Newell Creek is used by resident cutthroat trout for rearing and spawning.

The Oregon Department of Fish and Wildlife surveyed the lower 1-1/4 mile of Newell Creek on March 1, 1978. A total of 574 square yards of suitable spawning gravel was found, 316 of which are considered good and 258 marginal. Over 200 steelhead and 4 salmon fingerlings and 12 cutthroat were found; 4 adult steelhead were observed further upstream, two of which were digging a nest for spawning.

The excellent habitat of Newell Creek is dependent upon the large quantities of organic debris which enter the stream from the steep-sided, forested canyon walls. Modification of such areas results in rendering small spawning streams such as Newell Creek less useful as fish habitat. In summary, Newell Creek is a productive and thriving stream, with good water quality, abundant and diverse microbial and invertebrate populations, excellent streamside and channel conditions and an important anadromous fishery because the numbers of fish and quantity of good habitat. However, there is presence of some sewage contamination in the lowest reach.

Abernethy Creek in the project area is less suitable as fish habitat, due to channel and water quality conditions, the presence of sewage contamination, and with only one bank with good cover.

Angling pressure is moderate in Abernethy Creek for cutthroat, but Newell Creek is not open to coho or steelhead fishing because it is a rearing and spawning stream.

Environmental Impacts

Park Place to Redland Road: Much of the Willamette floodplain to be crossed by the bypass is already filled by landfill operations to a height over the 100-year floodplain elevation; the roadway fill will require an additional 2.7 acres. Fill on the floodplain from either source will have little effect on local flood height or floodplain boundaries, because the lost storage would be made up by a very small increase in the Willamette River flood elevation. The increase in water level due to the highway fill will be imperceptible.

---

*Anadromous -- Organisms which reproduce in fresh water, but spend most of their adult life at sea.

The floodplain effects of the entire project do not constitute a longitudinal or significant encroachment of the floodplain. The project is in compliance with Executive Order 11988 and does not require a "floodplain finding".

Drainage patterns in the area are continually being altered by development; the highway fill will contribute to that alteration. The nearly 7 acres of new pavement will slightly increase runoff amounts reaching waterways and decrease percolation into the groundwater table.

Runoff entering Abernethy Creek will include a variety of pollutants, such as petroleum products and some heavy metals. These adversely affect the aquatic environment, but to what degree is not known. Best estimates are the effects that will be minor in magnitude, local in extent, but of long-term duration.

Twenty-two acres of land will be exposed to erosion during construction, 7 of which will be paved and 15 seeded and mulched. Sediments reaching Abernethy Creek will cause additional silting and add to turbidity peaks.

Redland Road to Beaver Creek Road (Newell Creek Canyon): Construction of the bridge over Abernethy Creek will result in minor impacts such as: small permanent loss of stream bank and streamside vegetation; short- to medium-term erosion and sedimentation; temporary water quality degradation during construction, primarily by increased turbidity, and minor long-term increased road runoff.

The four culvert crossings on Newell Creek and tributaries will have the following effects: permanent loss of aquatic habitat where culverts are placed, and loss of streamside vegetation and organic debris. The impacts of culvert placement will be of moderate intensity. Erosion from cleared and backfill areas will be medium-term. Short-term construction impacts will include downstream turbidity, lowered oxygen levels and stream channel disturbance.

Two of the culverts on the Newell Creek tributaries will be away from their confluences with the main stream, but the extreme steepness of the canyon will intensify downstream effects. Fish passage will not be required at these culverts because fish do not travel that far upstream. Further downstream, however, these tributaries are important to fish as refuge areas, especially for juveniles during floods and periods of high turbidity and turbulence in larger streams.

Two culverts will have a more severe effect on Newell Creek. This is due to location of the culverts nearer to the main creek.

The structure over Newell Creek will have similar impacts to those described for the bridge over Abernethy Creek, but much less disruption of aquatic habitat will occur because: less stream channel will be disturbed; existing depth, width and gradient will be retained and; stream velocities will not be altered. Fish passage will be retained, although about 80 feet of stream will be removed from active use as fish habitat by disrupting the stream bottom

However, microbial and invertebrate activity will continue and the structure will provide a beneficial shading effect.

The most severe impact on the aquatic resource is the more than 0.9 mile of cut and fill near the very high quality habitat on Newell Creek. Cut/fill slopes are located within 200 feet of the creek on the steep, slide-prone canyon walls. About 80 acres will be cleared and grubbed, 26 of which will be paved and 54 seeded and mulched. The adverse effects of having the roadway close to the stream include: the removal of 26 acres of heavy forest cover will have a significant effect on stream ecology; highly erodible soils increase the chance of sedimentation, with attendant effects on the fishery; increased runoff and decreased infiltration will alter streamflow highs and lows; runoff pollutants will enter the creek; and the frequency of surges of debris moving suddenly downstream will increase, stripping the channel and resulting in degradation of fish habitat.

Removal of the large quantity of vegetation will reduce the amount of organic debris entering the creek. The creek system is based on the organic debris for physical, biological, and chemical character and the heavy vegetative cover for low stream temperatures. Additionally, the increased pavement area will increase runoff and decrease groundwater percolation.

Floodplain encroachment will be about 4.5 acres with affects similar to those described for the Park Place-Redland Road segment.

Beaver Creek Road to Molalla Road: The existing 150 foot culvert under Beaver Creek road for Newell Creek will be replaced by a 350 foot culvert. No fish passage will be necessary because fish do not travel this far upstream. A small pond will be filled, but the primary effects in this segment will be the downstream construction impacts of elevated turbidity, sedimentation, the slight lowering of oxygen levels and the loss of some streamside vegetation.

Mitigative Measures, General

Numerous measures will be taken to reduce long- and short-term aquatic impacts:

Erosion and Sedimentation Control: The area exposed during construction will be kept to a minimum, both in terms of area cleared and area exposed at one time. These areas will be covered by hay, jute, or plastic as necessary. After construction, exposed slopes and stream banks will be seeded and mulched, planted in trees or shrubs or riprapped. Hay bales or other devices will be used to limit sediment movement to creeks.

Ditches will be placed on the top and bottom of cut slopes.

Sedimentation ponds will be used where necessary at culvert and bridge sites.

Channel Protection: Some sections of the existing stream channels which are designated to be filled will be left unfilled. This will decrease flood storage losses, partially replace wetlands loss and provide refuge, breeding and nursing areas for fish and invertebrates.

Culverts will be of the type and installed in a manner which will ease fish passage where required. The crossing of Abernethy Creek and the natural bottom arch structure over Newell Creek will greatly reduce adverse impacts.

Equipment will be kept out of streams except where absolutely necessary during construction.

Activity in channels will be restricted to July 15-October 1 to protect migrating fish.

Fish rocks, meanders, river-run gravels, streamside tree plantings, etc., will be used where appropriate to improve habitat at channel change sites. Weirs or similar structures may be used to reduce water velocities.

Floodplain Encroachment: Mitigative measures will be taken to prevent expansion of the "100-year" floodplain boundaries and increases in flood heights, by locally increasing flood storage capacity.

Structures and fill will be designed for passage of floodwaters so that flooding patterns will not endanger adjacent properties.

Channels and floodplains could be cleared at channel change sites to increase storage capacity.

Habitat Protection: The severe effects of denuding, paving and filling on steep canyon walls will be greatly reduced by use of a sufficiently wide buffer strip between the stream and highway. This will be over 100 feet or more in width, depending on physical characteristics of the affected area.

Miscellaneous Measures: Precautions will be taken to avoid spillage of cement, lime and similar materials and to prevent their entrance into streamways. Mitigation measures have been discussed and coordinated with the Oregon Department of Fish and Wildlife and the U.S. Fish and Wildlife Service. The specific measures listed below as well as other project features were incorporated as a result of this coordination. Consultation with appropriate agencies will continue so that location and design features that minimize impact will be selected. This includes any permits necessary from Federal, State or local governments, such as Sections 404 from the Army Corps of Engineers.

Mitigative Measures, Specific

1. At the main Newell Creek crossing, the proposed natural bottom arch will be 14 feet wide, rather than 7 feet as originally proposed. Baffles will be placed to maintain a suitable gradient if it is determined to be necessary after an investigation.

2. An investigation will be performed to determine if highway runoff into lower Newell Creek can be diverted to wetlands or ponds, in order to retain the runoff for slow release.

3. There will be a 100 foot buffer strip of vegetation between Newell Creek and the bypass, with only minor exceptions.

4. At the Abernethy Creek crossing, pipe culverts will be used. At a minimum, there will be one pipe partly buried to provide a natural bottom. The size will depend on a hydraulic study.

WETLANDS

Introduction

Wetlands are natural or artificial areas which are saturated enough to develop water-loving plants and wet soil types. However, vegetation and/or wet soils may be lacking temporarily.

Wetlands perform many important functions, which if lost, often must be replaced. The cost of replacement is often high. For example, significant functions of wetlands include:

1. Floodwater transport - wetlands adjacent to streams increase the capacity to carry flood flows without affecting adjoining land.

2. Floodwater storage - wetlands store floodwaters and release them slowly, thereby reducing peak flood flows.

3. Erosion control - wetlands with their vegetation are effective in stabilizing soils.

4. Pollution control - wetlands filter sediments and organic matter and absorb nutrients.

5. Water supply relationships - wetlands are important in maintaining water supply quality by sediment and nutrient absorption. Wetlands may also contribute to recharging groundwater.

6. Productivity - wetlands are among the most productive environments, comparing favorably to intensively cultivated farmland. They contribute to the oxygen supply and are part of the complex food web. Waterfowl and other wildlife are the most familiar components of the wetland food chain, but there are other relationships as well.

7. Habitat - wetlands are among the richest wildlife habitats, providing cover, nesting places and food which support a vast range of waterfowl, mammals, reptiles and amphibians. About 1/3 of all rare and endangered species are located or dependent upon wetlands, although wetlands make up only 3.5% of the nation's land area.

8. Scientific, educational and recreation use - wetlands are valuable research and learning sites. They also provide recreation opportunities to hunters and wildlife enthusiasts.

Recognizing these values, the President in 1977 issued an executive order designed to avoid to the extent possible adverse impacts upon wetlands by federally funded projects. New construction in wetlands is to be avoided unless there is no practicable alternative. Such a project must include all practicable measures to minimize harm to wetlands that may result from such use.

Filling or draining a wetland is a direct impact, with the severity dependent on the amount and quality destroyed. Significance of impact also depends on the loss of functional value (such as scientific, hydrologic or recreational) and whether similar wetlands exist in the area. Because wetlands vary widely in functional value, it is impossible to measure impacts solely by acreage destroyed. Indirect impacts to wetlands not in the path of the project could include sedimentation and water level changes.

Not all impacts are harmful, however, because some wetlands will be created because of project construction.

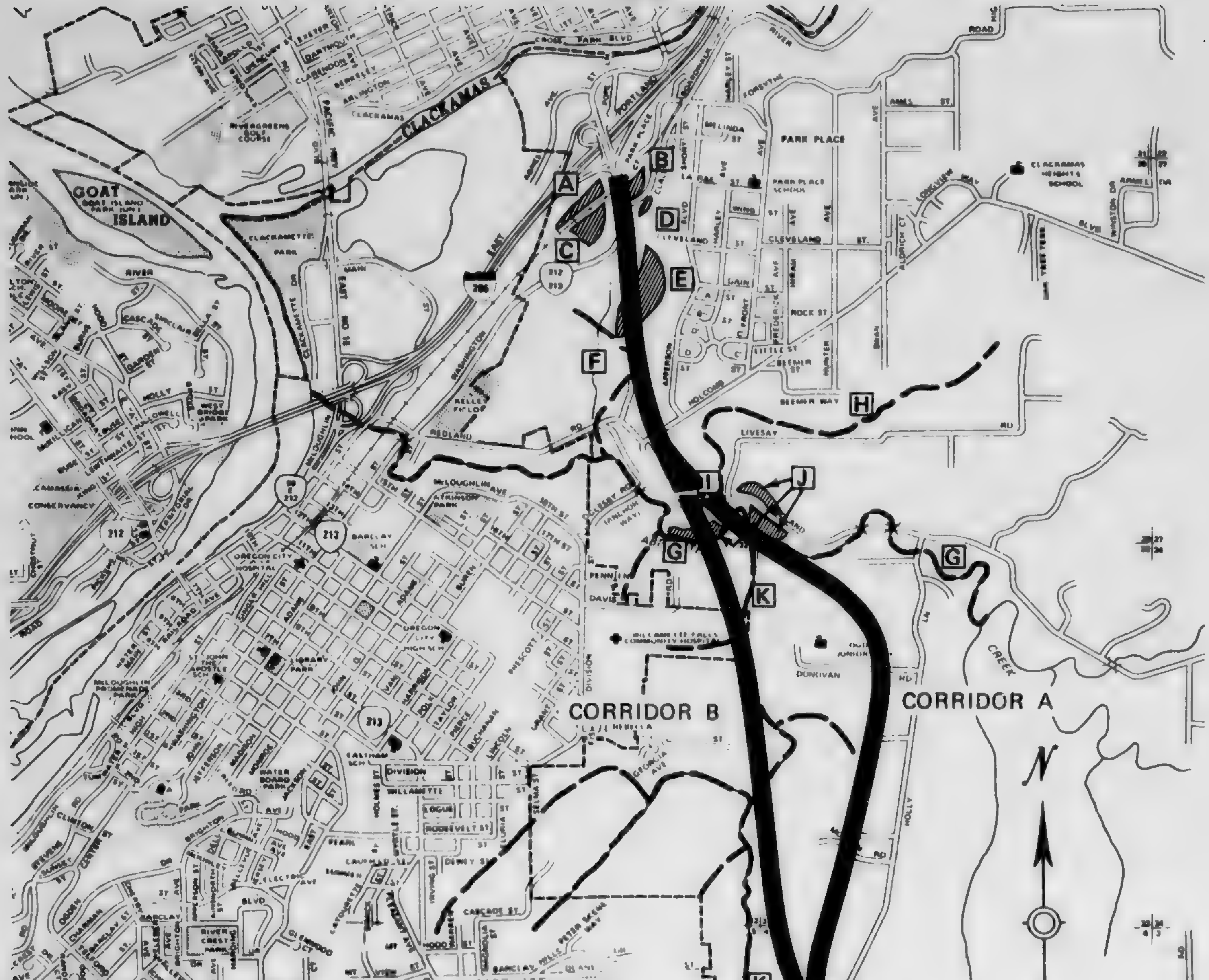
Existing Setting

There are about 46 acres of different types of wetlands within 1/2 mile of the project corridor, with 2/3 of these in the Park Place-Redland section. Figure 8 shows the location of the specific wetlands and Table 9 describes them. More detailed descriptions of the impacted wetlands are provided in the Environmental Impacts subsection.

Wetlands A, B, and C are dominated by willow and cottonwood. Located on the floodplain, they are about 11 acres in size. Values include food and cover for birds, floodwater retention, groundwater recharge and open space. Wetland D is a small (0.06 acre) area characterized by reed grass, but with little value. Wetland E is the largest single wetland (11 acres) with grasses, elderberry and small cottonwoods. Groundwater recharge is its primary value, but over 1/2 of the area will be filled by landfill operations. Wetland F has cottonwood and elderberry and is about 6 acres in size.

Wetlands G, H, and K are stream related: G is about 3.8 acres, H about 1 acre and K about 5 acres in size. G and H have high hydrologic values and moderate biological and water quality values. Wetland K has high water quality and hydrologic values, but moderate biological, recreational and cultural values. Wetland I is characterized by a diversity of marsh plants and is of very small size (0.05 acre or 2000 square feet). It is of moderate value for biological and water quality concerns. Several patches of floodplain meadows, totalling 7.3 acres, (J) are located near Abernethy Creek. These are dominated generally by sedges, rushes and grasses, but near the creek a strip of brush and trees are prevalent. These are of high value for hydrologic functions.

FIGURE 8
WETLANDS


A
B
C
D
E
F
G
H
I
J
K
L
M
GOAT ISLAND
CLACKAMAS
PARK PLACE
CORRIDOR B
CORRIDOR A
N
OREGON CITY
Pop. 12,480
0
1000
2000
4000
FEET

Two shallow ponds (L) totalling 0.9 acre serve a high value hydrologic function by serving as water storage for Newell Creek. Wetland M is also a shallow 0.3 acre pond with low values.

Environmental Impacts

Table 9 shows the impact of the project on wetlands. About 2.4 acres or 5% of the 46 acres of project area wetlands will be eliminated. Although the alternatives are similar in the amount of wetland destruction, ranging from 2.4 to 3.3 acres, the selected alternative requires the least amount. Those wetlands in the sanitary landfill are excluded because they will be filled by landfill operations before highway construction begins. Two wetlands account for 1.9 acres or 80% of the direct impact: the floodplain meadow (J) at Abernethy Creek and the ponds (L) at Beaver Creek Road. The wetlands affected and the significance of impact are discussed immediately below.

About 50% or 0.03 acre of the 0.06 acre meadow D will be eliminated, but this impact has a low significance rating. Similarly, the filling of 0.16 acre of the 10.8 acre meadow (E) is of low significance. The significance of impact on the ditch (F) is higher than D and E, but still low. About .01 acre of this 6 acre wetland will be affected. See the Wetlands Technical Report for significance analysis and methodology.

The filling of about 270 feet (.13 acre) of the 3.8 acre Abernethy Creek channel, or about 3% of the wetland, is a significant impact. In addition, the 1 acre (13% of the area) impact to the 7.3 acre meadow (J) is of even higher significance. The impact to the Newell Creek drainage system (K) involves 0.2 acre or 4% of the 5 acre wetland. This is also considered significant. Finally, the complete elimination of the 0.9 acre shallow ponds (L) is of high significance.

Indirect impacts to wetlands outside the construction zone will also occur. Some erosion and sedimentation and water level changes will take place even with protective measures.

Mitigation Measures

Four basic methods for minimizing wetlands loss will be used on this project: replacement, improvement, design features incorporated into the project and the use of special measures during construction.

A portion of the existing Washington Street about 1.1 acre in size will be vacated, excavated and developed into a wetland, thus enlarging the wetland already present. Further, five small wetlands will be created in ravines crossed by the highway in Newell Creek canyon. Random fill will be used, with culvert inlets located to allow the formation of shallow ponds or wet meadows adjacent to the roadfill. These will total approximately 2 acres. Thus a total of 3.1 acres of new wetlands will be created to compensate for the loss of 2.4 acres. Other sites indicated by the Oregon Department of Fish and Wildlife and the U.S. Fish and Wildlife Service will be investigated; if wetlands are feasible, they will be developed.

TABLE 9

Wetlands Within One-Half Mile of Oregon City Bypass Alignment

Map Symbol	Description	Wetland Classification (Dept. of the Interior)	Area (Acres)	Direct Impacts		Significance of Impact (10-100)
				Acres	% of Totals	
A	Willow and cottonwood swamp, with teasel and reed canary grass	Palustrine, forested, broad-leaved deciduous, Salix-Populus trichocarpa	2.8			
B	Willow and cottonwood swamp, with teasel and reed canary grass	Palustrine, forested, broad-leaved deciduous, Salix-Populus trichocarpa	1.7			
C	Willow and cottonwood swamp, with teasel and red canary grass	Palustrine, scrub, broad-leaved deciduous, Salix-Populus trichocarpa	6.4			
D	Meadow with reed canary grass	Palustrine, emergent, narrow-leaved, Phalaris arundinacea	0.06	0.03	50	10
E	Meadow with reed canary grass, thistle, and elderberry	Palustrine, emergent, narrow-leaved, Phalaris arundinacea	10.6	0.16	1	10
F	Drainage ditches	Palustrine, shallow water/benthos	6.0	0.01	2	20
G	Abernethy Creek and tributaries	Riverine, lower perennial, shallow water/benthos	3.8	0.13	3	40
H	North tributary, Abernethy Creek	Riverine, lower perennial, shallow water/benthos	1.0			
I	Roadside ditch with slough sedge, waterwort, duckweed	Palustrine, emergent, narrow-leaved, Carex obnupta	0.05			
J	Meadow with sedges, rushes	Palustrine, emergent, narrow-leaved, Carex obnupta	7.3	1.0	13	50
K	Newell Creek and tributaries	Riverine, upper perennial, shallow water/benthos	5.0	0.2	4	40
L	Shallow ponds	Palustrine, shallow water/benthos	0.9	0.9	100	50
M	Shallow pond	Palustrine, shallow water/benthos	0.3			
		TOTAL:	46.3	2.4	5	

*See Wetlands Technical Report for significance analysis and methodology.

Totals 135.0 6.9 15.2 26.6 56.8 9.1 20.1

Stream channel wetlands impacts will be mitigated with design features. Existing stream conditions at stream crossings will be preserved when feasible. Abernethy Creek will flow through one or two large culverts placed so that the stream can form its own bed of natural sediments. An open bottom structure will be built over Newell Creek, providing a streambed similar to the existing one. There will also be a 100 foot wide vegetated buffer strip between the highway and Newell Creek.

During construction, several measures will be used to reduce construction impacts. These are detailed in the Aquatic section.

In addition, remnant and isolated parcels and excess right-of-way will be examined for retention in public ownership. This would be done to improve wetlands and wildlife habitat.

All wetland development sites and mitigation measures have been and will continue to be coordinated with the Oregon Department of Fish and Wildlife and U.S. Fish and Wildlife Service.

WETLANDS FINDING

This statement sets forth the basis for a finding that there is no practicable alternative to construction in the wetlands located in the Park Place-Clackamas Community College Federal Aid Highway project, and that the highway proposal includes all practicable measures to minimize harm to the wetlands which may result from such use. This finding is made in accordance with the requirements of Executive Order 11990 on the Protection of Wetlands, dated May 24, 1977.

Basis for the Determination that there are no Practicable Alternatives to the Proposed Action

There are no practicable alternatives to the proposed action that would completely avoid wetlands. First, a workable alignment without any wetlands impacts at all is not possible. The wetlands at Rossman Sanitary Landfill and the stream associated wetlands at Newell and Abernethy Creeks and their tributaries would have to be crossed at some location. Realigning the highway to avoid these wetlands is virtually impossible if the bypass is to fulfill its functions between the two terminal points. Three other build alternatives and the no-build alternative were investigated in detail, as discussed elsewhere in the EIS. However, the other alignments considered all have greater impacts on wetlands than the selected alternative.

Alternate design features, such as placing the bypass on pilings or elevated ramp structures would reduce but not eliminate the impacts. Further, the small benefit obtained from reducing the impact compared to the very high costs of building such structures renders such design features impractical. Therefore, the alternatives which would entirely avoid wetlands either have more environmental impacts, are excessively expensive or involve unsound engineering features. For further information, see the wetlands discussion above for the selected alternative and the wetlands sections in the alternatives chapter.

Basis for the Determination that the Action Includes All Practicable Measures to Minimize Harm to Wetlands

Measures taken to minimize harm to wetlands for the selected project are described in detail. In summary, the project was modified to result in the least amount of wetlands destruction. Stream-associated wetlands will be mitigated with design features, preserving existing features where feasible. Other wetlands will be developed in six areas to replace wetland values lost due to the bypass. About 3.1 acres of new wetlands will replace the 2.4 acres lost due to the project, a net gain of 0.7 acre. All wetlands development sites and mitigation measures have been and will continue to be coordinated with State and Federal Fish and Wildlife agencies.

Conclusion

Based upon the above consideration, it is determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

BIOLOGY

Existing Setting

Three distinct categories of habitat exist:

1. urban development,
2. natural succession, or
3. agriculture.

Park Place to Redland Road: Grassland and barrens (biologically unproductive land) make up 72% of the area. Natural and human disturbance of the habitats is frequent, resulting in low diversity habitats. Animal life present are those adapted to man and unstable habitats. Of the 154 species studied for the area, 31 (20%) are found in this area, with 3 requiring very specific habitat conditions.

Redland Road to Beaver Creek Road: Mixed deciduous-coniferous forest dominates 72% of the area, 25% of which is stream-associated forest. Vegetation cover is continuous and little disrupted by man. Of the species evaluated, 76 are present, with 36 requiring specific habitat conditions.

This segment has one overriding characteristic favorable to wildlife that sets it apart from the surrounding area: it is relatively isolated from human disturbance. Natural succession is therefore far more important than elsewhere in the area. This combination of isolation and complex habitat is unique and of high quality when viewed in the perspective of the project.

Beaver Creek Road to Molalla Road: Predominant habitat is grassland, most of which is cultivated. Human disruption of the habitat is infrequent. Characteristic species number 62, while 9 require specific habitat conditions.

Environmental Impacts

Although the aspects of environmental change analyzed are presented separately, they are not necessarily independent of one another, nor do they necessarily have similar effects on the same species.

Habitat Loss, Gain and Conversion: Table 10 shows the amount of each habitat type in the construction zone, the amount of direct habitat loss, the amount of habitat converted to another type and the duration of the impact. The route will affect about 105 acres of habitat.

Other Impacts: The habitat stability analysis indicates that the project will leave the corridor area less stable in terms of habitat. Additionally, the bypass will result in the loss of about 43 acres of biological energy productivity. Construction of the highway will increase the probability of vehicle/deer collisions, primarily in the Newell Creek canyon area.

Threatened or Endangered Species: The project will not affect threatened or endangered species. Coordination with the U.S. Fish and Wildlife Service under provisions of the 1978 Endangered Species Act amendments indicated that no listed or proposed species were present in the project area.

Impact Summary: Table 11 provides a brief summary of wildlife-related environmental impacts. In all respects but one (number of species requiring specific habitat), the selected alternative will result in the maximum amount of long-term wildlife impact. It is appropriate to indicate that the relative impact of the selected alternative (100%) compares to 80% for A, 85% for A Modified and 90% for B.

Mitigative Measures

Along the southern third of the project, the right-of-way will include planting of trees and shrubs in hedgerows producing a variety of foods for songbirds. Brush piles from cleared and grubbed areas will be located within grassy areas on the right-of-way close to forest edges in Newell Creek canyon, to form shelter until shrub and tree plantings are established.

Additionally, in Newell Creek canyon where the majority of road kill hazards are located, visibility will be improved by tapering cut/fill transition areas further away from the highway where appropriate. Brush piles will be placed so as to not reduce visibility and prevent shady ice retaining areas from forming.

The north part of the project corridor will be planted to vegetation beneficial to wildlife.

TABLE 10

WILDLIFE HABITAT, EXISTING AND POST-CONSTRUCTION IN ACRES

Habitat Types	Existing Habitat	Park Place-Redland		Redland-Beaver Creek		Beaver Creek-Molalla	
		Paved	Not Paved	Paved	Not Paved	Paved	Not Paved
Woodland	70.0	0.7	1.4	19.2	41.2	2.8	6.2
Brush	11.6	1.2	2.8	2.4	5.0	0.2	0.3
Grassland (Tended)	32.5	1.7	(3.7)	3.0	(6.5)	4.9	(10.9)
Grassland (Wild)	11.9	1.8	4.1	1.5	3.0	0.4	1.0
Barren	9.0	(1.5)	[3.2]	(0.5)	[1.1]	(0.8)	[1.7]
Totals	135.0	6.9	15.2	26.6	56.8	9.1	20.1
Net Direct Habitat Loss	N/A	5.4		26.1		8.3	
Net Habitat Conversion			8.3		49.2		7.5
Total Habitat Affected					104.9		
Long-Term Impacts (over 20 years)		6.8		67.3		14.5	
Medium-Term Impacts (2-20 years)		2.8		5.0		0.3	
Short-Term Impacts (0-2 years)		4.1		3.0		1.0	
No Change		5.2		7.0		11.7	
Long-Term Gains		[3.2]		[1.1]		[1.7]	
Total Area Affected		22.1		83.4		29.2	

Net Losses - Long-Term = 82.6 acres

( ) - No Change

[ ] - Positive Change

(All values are negative to wildlife except those marked with [ ])

TABLE 11

IMPACT SUMMARY AND RELATIVE SEVERITY WILDLIFE RESOURCES

Impact		Impact	
		Long-Term	Irreversible
Total Habitat Loss and Conversion (Acres)	105		
Long-Term Habitat Loss and Conversion (Acres)	83		
Percent of Maximum Impact	100%	X	
Habitat Stability Decrease (Index Values)	-333		
Percent of Maximum Impact	100%	X	
No. of Affected Faunal Species:			
Segment 1	3		
Segment 2	36		
Segment 3	9		
Percent of Maximum Impact	98%	X	
Annual Biologic Energy Loss			
a. Kilowatt Hours x 10^6	3.5		
Percent of Maximum Impact	100%	X	X
Road Kill Hazards			
a. Zone Hazards (Feet)	5870		
b. Point Hazards (No.)	21		
Percent of Maximum Impact	100%	X	X
Cumulative Percentages of Maximum for all Impacts	598		
Average Percent of Maximum Impacts	99.7%		

CLIMATE AND AIR QUALITY

Existing Setting

Project area climate is strongly moderated by the Pacific Ocean. Summers are often dry and sunny, but by November polar fronts dominate the weather. However, frequent periods of stagnant weather that occur between fronts are conducive to high pollutant concentrations. Together with the large upwind source of pollutants at Portland, the stagnant weather and inversions during the fall and winter lead to high carbon monoxide (CO) levels. Ozone, however, generally has its highest concentrations during warm sunny weather in the summer.

Air Quality Standards: Various pollutants pose threats to human health and welfare. Additionally, they can damage vegetation, animals, and property. Therefore, standards have been established which set upper limits on permitted concentrations. Pollutants for which standards have been set include: carbon monoxide, ozone (O_3), nitrogen dioxide (NO_2), total suspended particulates (TSP) and lead (Pb). The standards and the effects of each pollutant are briefly presented in Table 12. The primary standards are designed to protect public health; the secondary standards are to prevent other adverse effects of air pollution and to protect vegetation, animals and property.

Motor vehicles are significant sources of pollution, especially carbon monoxide, hydrocarbons, nitrogen oxides, particulates and lead. Ozone, however, is not directly emitted, but is formed by complex reactions involving hydrocarbons, nitrogen oxides, sunlight and warm temperatures.

Pollutant concentrations are a function of several factors, including emission rates and weather conditions. Automobile emission rates are dependent upon the volume of cars, vehicle speeds, vehicle age and air temperature. Pollutant concentrations will not necessarily increase with traffic volumes, because vehicles are required to emit less pollutants in the future.

Air Quality-General: Oregon City and the project area are located in the Portland-Vancouver Air Quality Maintenance Area (AQMA). This area does not meet standards for TSP, CO, and O_3. The maximum O_3 concentrations are located at the Carus monitoring station seven miles south of Oregon City. The ozone standard is currently being exceeded in the project area, whereas TSP concentrations are below standards. CO concentration data were not available, but studies expect violations of the standard.

Because of the lack of CO data, ODOT implemented a monitoring program to determine existing concentrations. From October 9 to December 22, 1978, CO levels were measured at ten sites in the project area.

Carbon Monoxide: Analysis of the monitored data indicates there were three periods when the 8-hour CO concentrations were estimated to exceed the 8-hour standard of 8.7 parts per million (ppm) at two of the ten monitoring sites: at the Beaver Creek/Molalla intersection and along Washington Street. The CO

TABLE 12

FEDERAL AND STATE OF OREGON AMBIENT AIR QUALITY STANDARDS

POLLUTANT	DESCRIPTION	SAMPLING PERIOD	PRIMARY STANDARD	SECONDARY STANDARD
Sulfur Dioxide (SO_2)	Result primarily from the combustion of sulfur containing fossil fuels. It s presence has been associated with the increased incidence of respiratory diseases, increased death rates and property damage.	Annual arithmetic mean	80 ug/m^3	60 ug/m^3
		24-hour maximum*	365 ug/m^3	260 ug/m^3
		3-hour maximum*	---	1,300 ug/m^3
Total Suspended Particulates (TSP)	Particulate matter, either solid or liquid, may originate in nature or as a result of industrial processes and other human activities. By itself or in association with other pollutants, particulate matter may injure the lungs or cause adverse effects elsewhere in the body. Particulates also reduce visibility and contribute to property damage and soiling.	Annual Geometric mean	75 ug/m^3	60 ug/m^3
		Oregon Standard	60 ug/m^3	
		24-hour maximum*	260 ug/m^3	150 ug/m^3
Carbon Monoxide (CO)	Carbon monoxide is a by-product of the incomplete burning of the carbon-containing fuels and of some industrial processes. The most abundant source of this pollutant is the internal combustion engine. It decreases the oxygen-carrying ability of the blood and, at levels often found in city air, may impair mental processes.	8-hour maximum*	10 mg/m	Same as Primary
		1-hour maximum*	40 mg/m^3	Same as Primary
Ozone (O_3)	Ozone is produced in the atmosphere when reactive organic substances, chiefly hydrocarbons, and nitrogen oxides are exposed to sunlight. Ozone irritates mucous membranes, reduces resistance to respiratory infection, damages plants and contributes to the deterioration of materials.	1-hour maximum**	240 ug/m^3	Same as Primary
		Oregon Standard*	160 ug/m^3	
Nitrogen Dioxide (NO_2)	Nitrogen oxides usually originate in high-temperature combustion processes. The presence of nitrogen dioxide in the air has been associated with a variety of respiratory diseases. Nitrogen dioxide is essential in the natural production of photochemical oxidant.	Annual arithmetic mean.	100 ug/m^3	Same as Primary
Lead (Pb)	Airborne lead results primarily from automotive emissions. Symptoms of mild lead intoxication include loss of appetite, drowsiness and abdominal pain. Ingestion is the prime method leading to elevated blood-lead levels. Airborne lead, by settling out, may contaminate dirt and dust thus becoming potentially harmful.	One month average average (Oregon Standard)	3.0 ug/m^3	---
		Three month average	1.5 ug/m^3	

*Not to be exceeded more than once annually.
**Not to be exceeded more than one day per year.

ug/m^3 = micrograms per cubic meter
mg/m^3 = milligrams per cubic meter

standard therefore is exceeded only along the existing highway 213 between Redland and Beaver Creek Roads. The second-highest 8-hour concentration is about 12.4 ppm, about 40% higher than the standard.

Nitrogen Dioxide: The maximum annual concentration of NO_2 is well below the primary and secondary standards in Portland. NO_2 measurements are not made at Oregon City, but it is assumed that the area does not have violations of the NO_2 standard (based on concentrations found in Portland).

Total Suspended Particulates: No more than one time per year has the standard for TSP been exceeded; therefore, there is no violation of the standard in the Oregon City area.

Lead: The quarterly standard has been violated only once in Oregon City since 1973. It is unlikely that the standard for lead concentrations will be again violated in Oregon City. The average lead content of gasoline is decreasing and the average fuel economy is increasing. These reductions in lead should far outweigh any increases due to traffic volume increases.

Sulfur Dioxide: The SO_2 standard is not exceeded anywhere in Oregon.

Ozone: The standard for O_3 was recently revised from 0.08 ppm to 0.12 ppm. The maximum oxidant concentration in the AQMA is thought to be in the Oregon City vicinity, with levels occasionally (<20 days per year) exceeding the newest standard. This means that the AQMA must develop emission control strategies so that the standard will be met by 1983. (Some extension of that deadline may be possible.) The Oregon Department of Environmental Quality estimates that the O_3 standard will not be attained by 1983 or 1987 unless regionwide emission control strategies are developed. DEQ recommends a 50% reduction in O_3 levels by 1987.

Environmental Impacts

General: The pollutants of concern in the Oregon City area are carbon monoxide, total suspended particulates and ozone. Nationally, transportation sources contribute 78% of the CO, 47% of the NO_x, 42% of the hydrocarbons, 7% of the TSP and 2-1/2% of the sulfur oxides to air pollution. Total pollutant emissions from automobiles are expected to decrease, due to more stringent controls on vehicle emissions, even though total vehicle miles are expected to increase.

Carbon Monoxide: Calculations indicate that emissions on Ore 213 in Oregon City must be reduced by 30% before the standard is attained along Washington Street. Emissions are predicted to be lower than those required to violate the standard as soon as the bypass is open. This condition will continue into the future. The bypass is clearly superior in downtown Oregon City than continuing the existing conditions.

Near the Park Place Interchange, the project is predicted to achieve by 1984. Along the bypass route, maximum concentrations for the project will be well below the standards.

In summary, it is predicted that all CO air quality standards will be met by 1985. The project will result in the CO standard being met everywhere as soon as the bypass is completed. Although the project will cause increases in CO concentrations near the bypass, the standards will not be violated.

Nitrogen Oxides: The project is not predicted to cause violations to the NO_x standards in the Oregon City area.

Total Suspended Particulates: No TSP standard violations are predicted to occur through 1997 in Oregon City as a result of the project. Construction activity will contribute to TSP levels, but such construction will generally occur in areas where levels are now low. Additionally, the bypass will increase TSP levels adjacent to the project which now have low levels, but these levels will not exceed the standards.

Lead: The bypass is not predicted to cause violations of the lead standard through 1997.

Sulfur Dioxide: The impact of the project on SO_2 emissions is predicted to be negligible.

Ozone: DEQ has determined that a 50% reduction in volatile organic compounds is necessary to just meet standards. The project itself will not result in reductions sufficient to meet the standards by 1983, but will contribute towards meeting the standard. By 1987, however, the reduction in hydrocarbons due to the project will be at least 50%, thereby fully contributing towards attainment.

Construction Impacts: Construction impacts on air quality result from construction vehicle emissions, particulates from clearing and related activities, and emissions from altered traffic flow and pattern. Construction will generally occur in predominantly undeveloped areas, but increases in the various chemical pollutants are not expected to be large enough to exceed standards.

The greatest impact will be on total suspended particulates, due mainly to dust caused by construction. The 24-hour secondary standard for TSP may be violated by construction. To minimize this effect, water will be sprayed on work surfaces to suppress dust and different activities which cause excessive dust will generally not be scheduled on the same day.

Induced Growth Effects on Air Quality

Initially, construction of the bypass will produce significant decreases in traffic volumes in downtown Oregon City. Over the years however, net increases in traffic will occur. This is because land development and therefore traffic growth will be facilitated by the bypass. Growth could be smaller with no project. According to the traffic analysis, traffic trips with the bypass will be about 102,000 per day in 1997, whereas the trips without the project will number about 86,000. Therefore 16,000 trips per day in 1997 are considered to be traffic growth induced by building the bypass. The induced traffic growth is most noticeable near the Park Place Interchange and south of Beaver Creek Road.

The effects of the induced traffic will primarily be reflected in CO and ozone concentrations. The effect on the induced traffic in the project area away from downtown Oregon City will be higher CO concentrations than if the induced growth did not occur. But it is estimated than even with the increases, the CO standards will not be violated. Even with induced growth, CO levels will be lower with the project than with the No-Build.

Similarly, hydrocarbon emissions and ozone levels will be less by 1997 with the bypass than without it even with the induced traffic.

The project is consistent with the State Implementation Plan. Also an Indirect Source Construction Permit has been received from the Department of Environmental Quality.

SOUND ENVIRONMENT

Existing Setting

The existing sound environment in the project area varies considerably, with noise originating from both man-made and natural sources. Eighteen sites along the existing and proposed route were measured to determine existing sound levels at various locations, as shown on Figure 9. Sites 2, 4, 5, 6, 7, 12, 13, 16 and 17 are dominated by traffic noise. At sites 10 and 11, more distant traffic noise prevails. Sites 14 and 15 have a mix of sounds, including traffic, aircraft and wood products processing. The other sites are dominated by low level natural noise sources, although sites 1, 3, 8, 9 and 18 often have noise originating from overflying aircraft. The extent to which airplanes contribute to the overall sound environment is dependent upon the amount of traffic noise present. Locations near heavily traveled roads have high enough traffic noise to mask aircraft sound, but most areas along the proposed bypass are far enough away from heavy traffic so aircraft are easily heard.

Environmental Impacts

Environmental impacts are of two general types, based upon their duration: construction and long term. Areas near the bypass will be exposed to additional noise from equipment during construction. This noise, although temporary, can be annoying, especially during quieter hours.

Long term impacts are of two types, when predicted noise levels: 1, exceed federal design noise levels and 2, substantially exceed existing sound levels by 10 dBA or more. (dBA is a unit of measurement of perceived sound energy. An increase of 3 dBA is the smallest change readily detectable by human hearing, whereas as 10 dBA increase is usually perceived as a doubling in loudness).

FIGURE 9
NOISE
MONITORING SITES

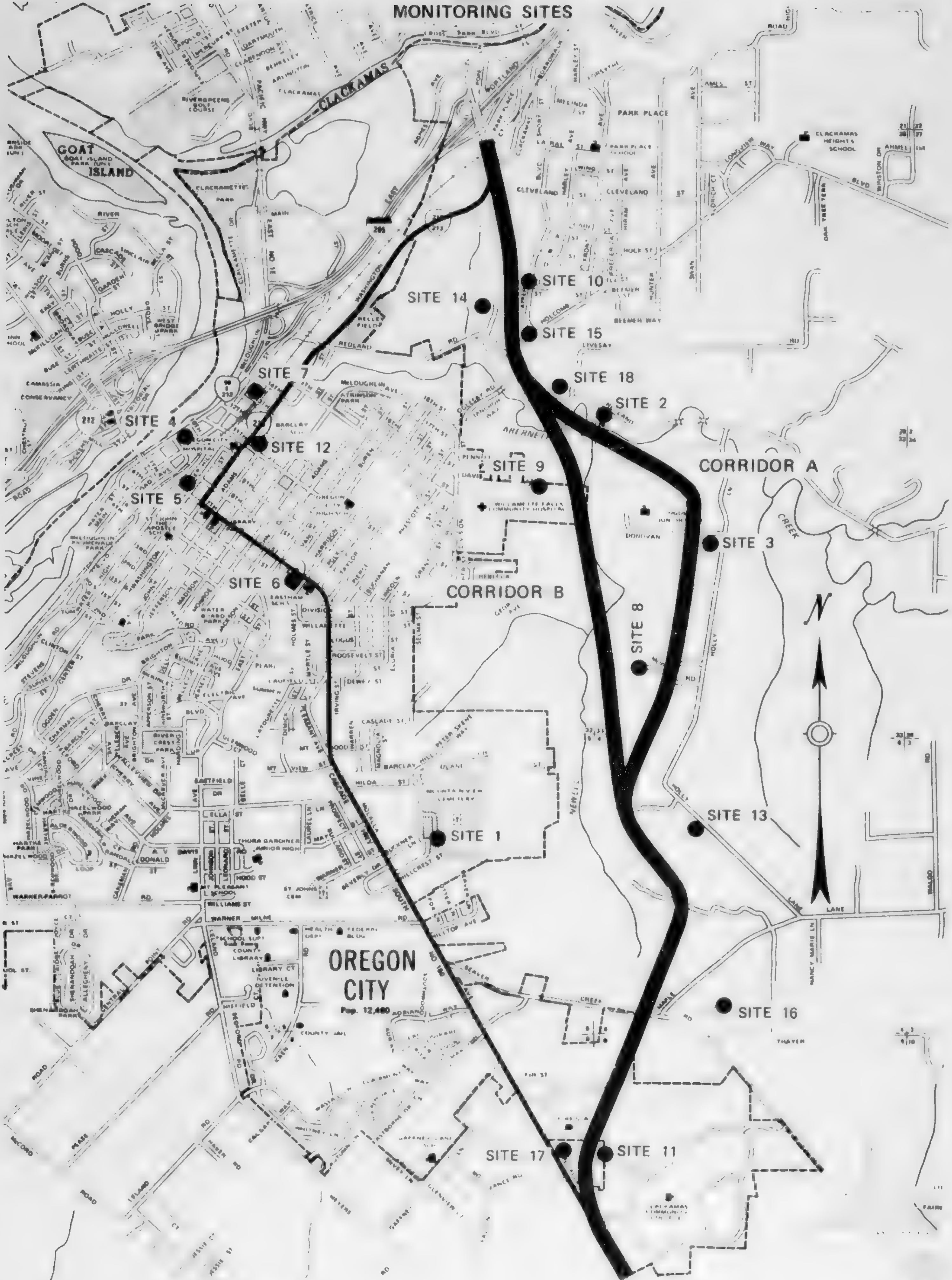

SITE 1
SITE 2
SITE 3
SITE 4
SITE 5
SITE 6
SITE 7
SITE 8
SITE 9
SITE 10
SITE 11
SITE 12
SITE 13
SITE 14
SITE 15
SITE 16
SITE 17
SITE 18
CORRIDOR A
CORRIDOR B
OREGON CITY
Pop. 12,480
GOAT ISLAND
CLACKAMAS
PARK PLACE
CLEVELAND
N

Figure 10 and Table 13 shows the predicted noise levels that will occur 50 feet from the road centerline along various road sections in the study area under build and no-build conditions. As shown, changes in noise levels range from a 5 dBA decrease in the existing traffic noise along Washington Street in 1977 to a 2 dBA increase in noise along Beaver Creek Road in 1997. The traffic noise levels will not be changed along I-205 or McLoughlin Boulevard.

Table 14 shows the number of types of land uses that will be affected by either the "design noise level" or the "substantial increase" criteria. Noise levels at Eastman School, two funeral homes, one church, the City Library Park and City Hall, all along Seventh Street and a church along Washington Street will not be affected by the project even though noise levels will remain above design noise levels. The levels are not due to the bypass, but due to traffic increases on existing streets. The selected alternative would have affected the Orchard Center complex on the Clackamas Community College campus, but mitigation will prevent this impact.

Much undeveloped land along the route will be exposed to noise over the design noise levels. Additionally, the existing sound levels on the undeveloped land will be substantially increased.

Some residences in the vicinity of the bypass will experience moderate sound level increases. While not exceeding Federal guidelines, these increases will generally degrade the existing sound environment in the area. Additionally, if residential land development is allowed to occur, such development would be in conflict with design noise levels.

Mitigative Measures

Reduction of long-term noise impacts can be accomplished with sound barriers, such as walls or earthen berms. To be effective, sound barriers must be high enough to break the view between the source and receptor and long enough or otherwise situated to prevent noise going around the ends. Barriers must also prevent significant amounts of sound from passing through them.

The affected land uses were investigated for possible noise mitigation with the use of barriers. Sound barriers were found to be feasible at five locations along the selected route for mitigation at 16 receptors (15 residences and the Orchard Center). See Figure 11. Table 15 illustrates the characteristics of these barriers.

These five barriers would eliminate traffic noise at six of the sixteen impacted receptors (5 residences and the Orchard Center). The remaining 10 receptors (10 residences) are located so that affected sound barriers could not be designed because of the need for an opening in the barrier for access. Therefore mitigation of traffic noise at these sites is not practical.

Sound barriers A, B, C, and D, are feasible from an engineering standpoint, but were judged to be not practical. The cost for barriers A, C and D is excessive compared to benefits. Barrier B is impractical for both

FIGURE 10

ROAD SECTION KEY AND TRAFFIC NOISE LEVEL CHANGES

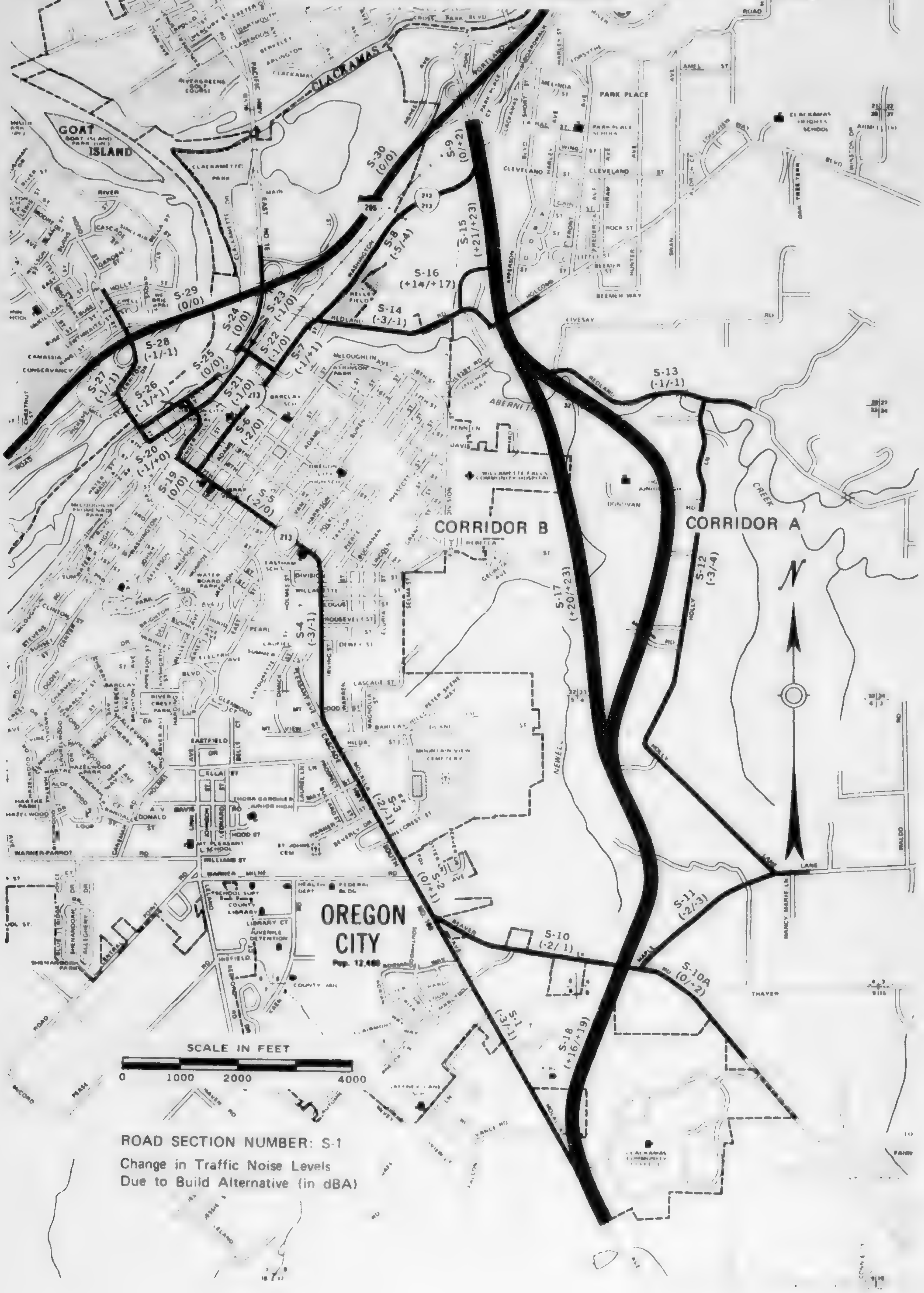

S-30 (0/0)
S-9 (0/+2)
S-8 (-5/4)
S-15 (+21/+23)
S-16 (+14/+17)
S-29 (0/0)
S-23 (-1/0)
S-24 (0/0)
S-14 (-3/-1)
S-22 (-1/0)
S-28 (-1/-1)
S-25 (0/0)
S-7 (-1/+1)
S-27 (-1/-1)
S-26 (-1/+1)
S-21 (-1/0)
S-6 (-2/0)
S-13 (-1/-1)
S-20 (-1/+0)
S-19 (0/0)
S-5 (-2/0)
CORRIDOR B
CORRIDOR A
S-17 (+20/+23)
S-12 (-3/-4)
S-4 (-3/-1)
N
S-3 (-2/-1)
S-2 (0/+1)
S-11 (-2/-3)
OREGON CITY
Pop. 12,400
S-10 (-2/1)
S-10A (0/+2)
S-1 (-3/-1)
S-18 (+16/+19)
GOAT ISLAND
CLACKAMAS
PARK PLACE
ABERNETHY
CREEK
SCALE IN FEET
0
1000
2000
4000
ROAD SECTION NUMBER: S-1
Change in Traffic Noise Levels
Due to Build Alternative (in dBA)

FIGURE 11
POSSIBLE SOUND BARRIER LOCATIONS

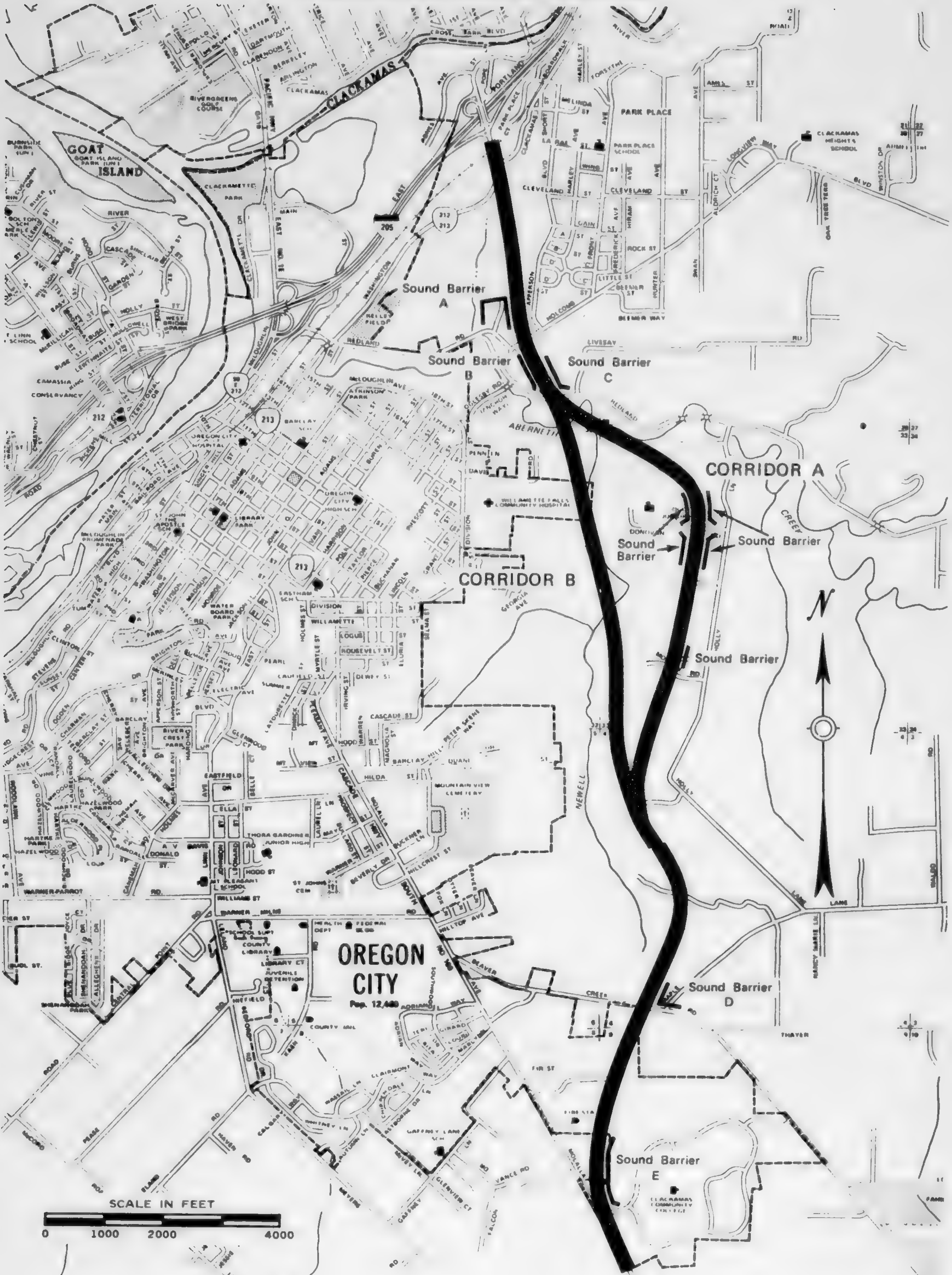

CLACKAMAS
GOAT ISLAND
PARK PLACE
CLACKAMAS HEIGHTS SCHOOL
Sound Barrier A
Sound Barrier B
Sound Barrier C
CORRIDOR A
Sound Barrier
Sound Barrier
Sound Barrier
CORRIDOR B
WILLAMETTE FALLS COMMUNITY HOSPITAL
N
OREGON CITY
Pop. 12,480
Sound Barrier D
Sound Barrier E
CLACKAMAS COMMUNITY COLLEGE
SCALE IN FEET
0
1000
2000
4000

TABLE 13

PREDICTED NOISE LEVELS

Peak Truck Hour L_{eq} Level 50 feet from Road Centerline

Road Section	No-Build		Selected Alternative	
(See Figure 10)	1977	1997	1977*	1997
1	69 dBA	69 dBA	66 dBA	68 dBA
2	67	67	67	67
3	69	70	67	69
4	68	68	65	67
5	71	70	69	70
6	71	71	69	71
7	65	64	64	65
8	72	72	67	68
9	72	73	72	75
10	68	68	66	67
10A	68	68	68	70
11	62	64	60	61
12	61	64	58	60
13	66	68	65	67
14	66	66	63	65
15	-	-	71	73
16	-	-	64	67
17	-	-	70	73
18	-	-	66	69
19	63	63	63	63
20	65	66	64	66
21	63	64	62	64
22	59	59	58	59
23	59	58	58	58
24	71	72	71	72
25	68	68	68	68
26	53	52	52	53
27	61	62	60	61
28	62	63	61	62
29	76	80	76	80
30	76	80	76	80
31 - Without High Rocks Bridge	78	81	78	81
32 - With High Rocks Bridge	78	81	78	81

*Assumes Project was built in 1977.

TABLE 14

TRAFFIC NOISE EFFECTS
ALONG BYPASS ROUTE
Number of Receptors

		1977	1997
Park Place-Redland	Residences	4	4
Redland-Beaver Creek	Residences	0	1
Beaver Creek-Molalla	Residences	0	3
	Schools (CCC)	1	1*
Beaver Creek Road area		7	7
TOTAL		12	16

*Noise berm will eliminate noise impact at the Orchard Center, Clackamas Community College

cost and because it would encroach upon Clairmont Water District property, requiring relocation of some facilities. Therefore, none of these barriers will be included in the project.

Sound barrier E, however, is relatively low in cost and the benefit of reducing noise effects for the large numbers of students using the Orchard Center is high. Therefore, this barrier will be included as part of the project.

Construction noise impacts will be mitigated primarily by restricting the allowed time of day for construction. Included in the project specifications will be two measures:

> "Construction activities within 1000 feet of any occupied residence will not be allowed on Sundays, legal holidays or on other days between 10 p.m. and 6 a.m. Exceptions to this provision can be provided by the resident engineer."
>
> "Pile driving or blasting activities within 3000 feet of any occupied residence will not be allowed on Sundays, legal holidays or on other days between 8 p.m. and 8 a.m. Exceptions to this provision can be provided by the resident engineer."

TABLE 15

POSSIBLE SOUND BARRIERS

Barrier	Type	Dimensions	Receptors & Type Protected	Noise Reduction	Total Cost	Cost per dBA per Residence
A	Berm	1000' long x 14-34' high	1 residence	10 dBA	$90,000	$9,000
B	Berm	600' long x 10-30' high	2 residences	10 dBA	---	--
C	Berm	700' long x 10-20' high	2 residences	4-10 dBA	$35,000	$2,500
D	Wall/Berm	400' long x 12-24' high	1 residence	6 dBA	$34,000	$5,700
E	Berm	1300' long x 8-10' high	Orchard Center, CCC	10 dBA	---	--

Further, the sound barrier at Clackamas Community College will be built during the early stages of construction. This will allow the sound barrier to reduce construction noise in that vicinity.

LAND USE AND COMPREHENSIVE PLANNING

Existing Setting

Planning Jurisdictions: Four units of government have varying degrees of responsibility for land use planning in the project area: the State Land Conservation and Development Commission (LCDC); Metropolitan Service District (MSD), City of Oregon City and Clackamas County. Gladstone is also discussed because of possible secondary land use effects of the project in that city.

Among its duties, LCDC adopts and enforces Statewide planning goals and coordinates land use-related planning of other State agencies. LCDC requires local and State land use-related activities to be in conformance with the adopted Statewide goals.

MSD is an elected regional organization responsible for, among other functions, the coordination of planning in the Portland metropolitan area. A major responsibility of MSD is adoption of a regional plan by mid-1981, as a basis for regional decisions and actions related to land use. In 1976, the predecessor to MSD (CRAG) adopted a set of regional goals and objectives and a land use framework element, and in 1975 a regional interim transportation plan, all of which will be incorporated into the final regional plan.

The Interim Transportation Plan (ITP) is designed to guide long-range transit and highway development in the region until a final transportation plan is completed. Transportation planning and development monies are being channeled to several mass transit projects in the region: the Banfield Transitway and the Sunset (Westside) Transit Corridor. Additionally, the ITP designates a transit corridor from downtown Portland to Oregon City. The Oregon City Bypass is included as a restricted access facility to provide a moderate level of mobility connecting regional commercial, residential and industrial areas and communities, as such, the bypass will actually complement the transit corridor and allow highway-oriented mass transit (buses, etc.) to benefit.

Clackamas County is updating its comprehensive plan, which is scheduled for completion by mid-1980. Until then, the 1974 comprehensive plan has legal status.

Oregon 213 is indicated in the transportation element of the county plan as an "expressway", to be the principal route of access for a major portion of western Clackamas County. The plan proposes a bypass because of traffic pressures in and southeast of Oregon City.

The city of Oregon City adopted a.comprehensive plan in 1979. Although the plan has not been acknowledged as being in compliance with Statewide goals, the City has been following the plan as adopted. The transportation element of the plan assumes that the bypass will be constructed; in fact the proposed street network is achievable only with the bypass. No specific location for the bypass is indicated, but it is assumed to be east of the city. The bypass is designated as a major arterial in the comprehensive plan. Among other critera such a major arterial is to be compatible with land use patterns, have restricted parking, limited direct access, no access by private drives in new plats, turning refuges and noise attenuation in residential areas.

The city of Gladstone does not have a plan, although one is scheduled for adoption in the near future. The Gladstone transportation element includes improvement and replacement of the now closed High Rocks Bridge over the Clackamas River connecting with the Park Place Interchange. If both the bypass and bridge are operational at the same time, traffic could increase into Gladstone.

General Land Use: Because of major new highways and proximity to Portland, western Clackamas County is experiencing accelerated growth rates and intensified land use. Topography in the Oregon City area has directed growth to three successive levels: initially, along the river front; then residential and commercial development on the second level and; thirdly, modern suburban commercial and residential development south and east of the city.

A significant amount of commercial retail, single and multi-family residential development and civic institutions are located along Highway 213 on the second level. On the third level strip development nearly extends to Clackamas Community College.

Gladstone is surrounded by urban development. One of the three commercial districts in the city is of concern to the proposed bypass project--the 82nd/I-205 area. To date the district has been mainly residential, but commercial uses are becoming more prominent.

Project Area Land Use: From the Park Place interchange to Redland Road, the highway will cross Rossman Sanitary Landfill, a large open area and a combination of single family residential use and open/wooded areas. From Redland to Beaver Creek Road, the primary land use is steep open space/wooded land, with some pasture. From Beaver Creek to Molalla Road, residential, commercial, open space/wooded and public educational (Clackamas Community College) are the dominant land uses. See Figure 12.

Existing Zoning: Zoning along the bypass route within the area of Clackamas County's jurisdiction is primarily single-family residential and industrial park. Zoning in Gladstone in the 82nd/I-205 area is limited commercial, although the draft plan proposes the area to be zoned office and general commercial.

Water/Sewer Services: Unincorporated areas are served by septic tanks. The city of Oregon City limits its sewer service to its incorporated area and Gladstone. Because the sewage treatment plant is operating at capacity, the State Department of Environmental Quality placed a sewage hookup moratorium on Oregon City in May, 1977 until adequate treatment can be provided.

FIGURE 12

EXISTING LAND USE

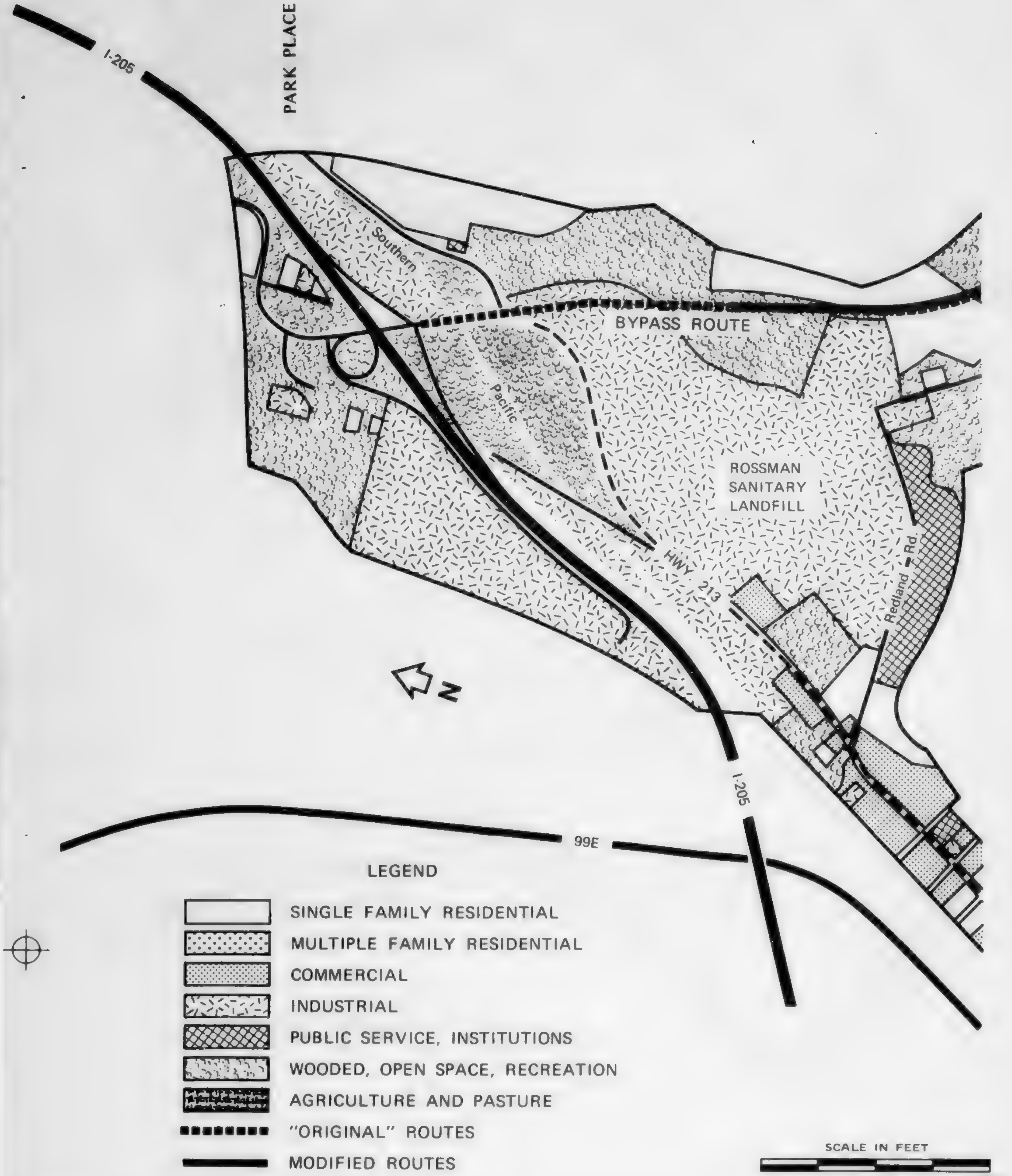

PARK PLACE
I-205
Southern
Pacific
BYPASS ROUTE
ROSSMAN
SANITARY
LANDFILL
HWY 213
Redland Rd
N
I-205
99E
LEGEND
SINGLE FAMILY RESIDENTIAL
MULTIPLE FAMILY RESIDENTIAL
COMMERCIAL
INDUSTRIAL
PUBLIC SERVICE, INSTITUTIONS
WOODED, OPEN SPACE, RECREATION
AGRICULTURE AND PASTURE
"ORIGINAL" ROUTES
MODIFIED ROUTES
SCALE IN FEET
0
941
1882

FIGURE 12 Cont.

EXISTING LAND USE

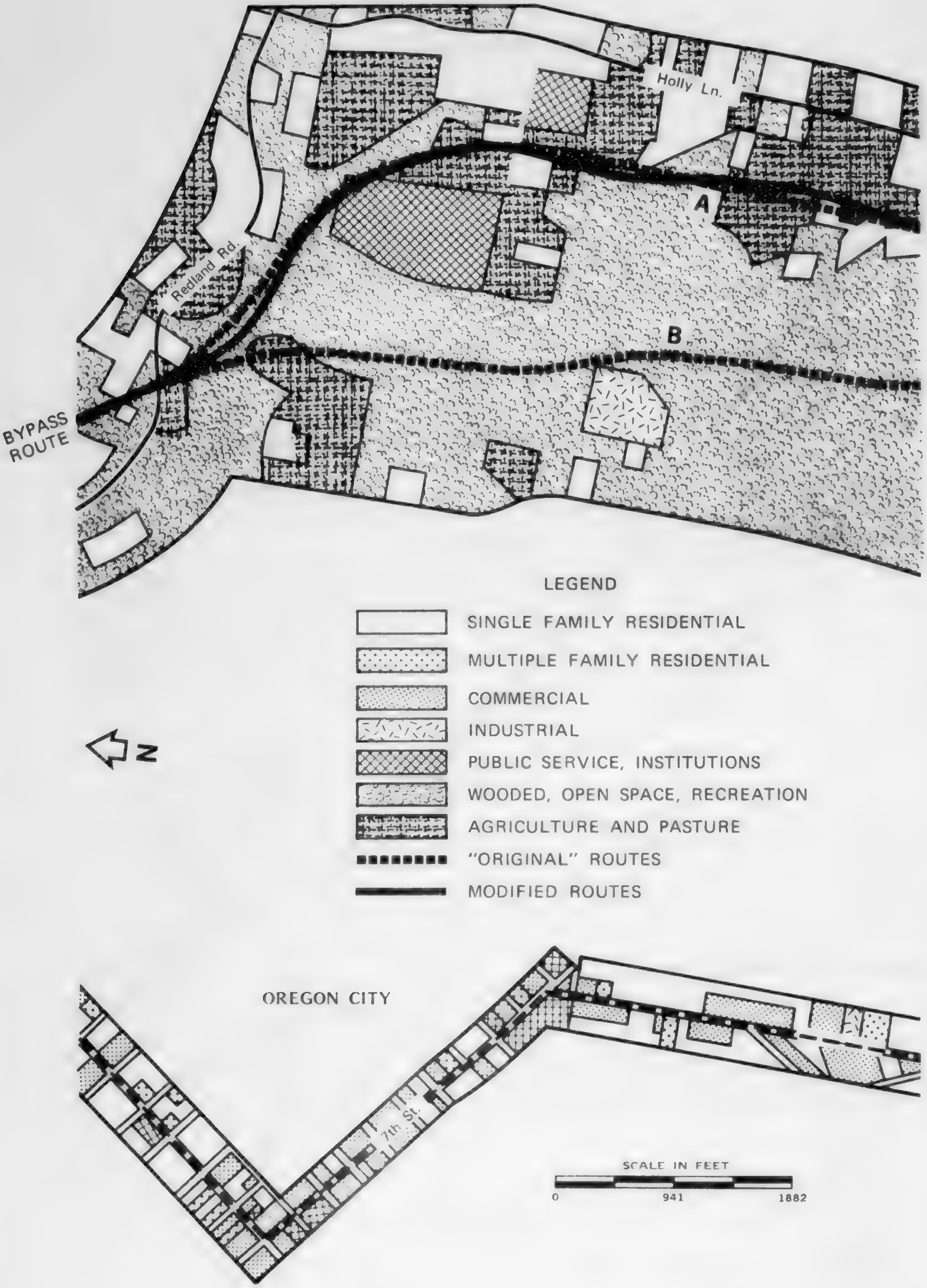
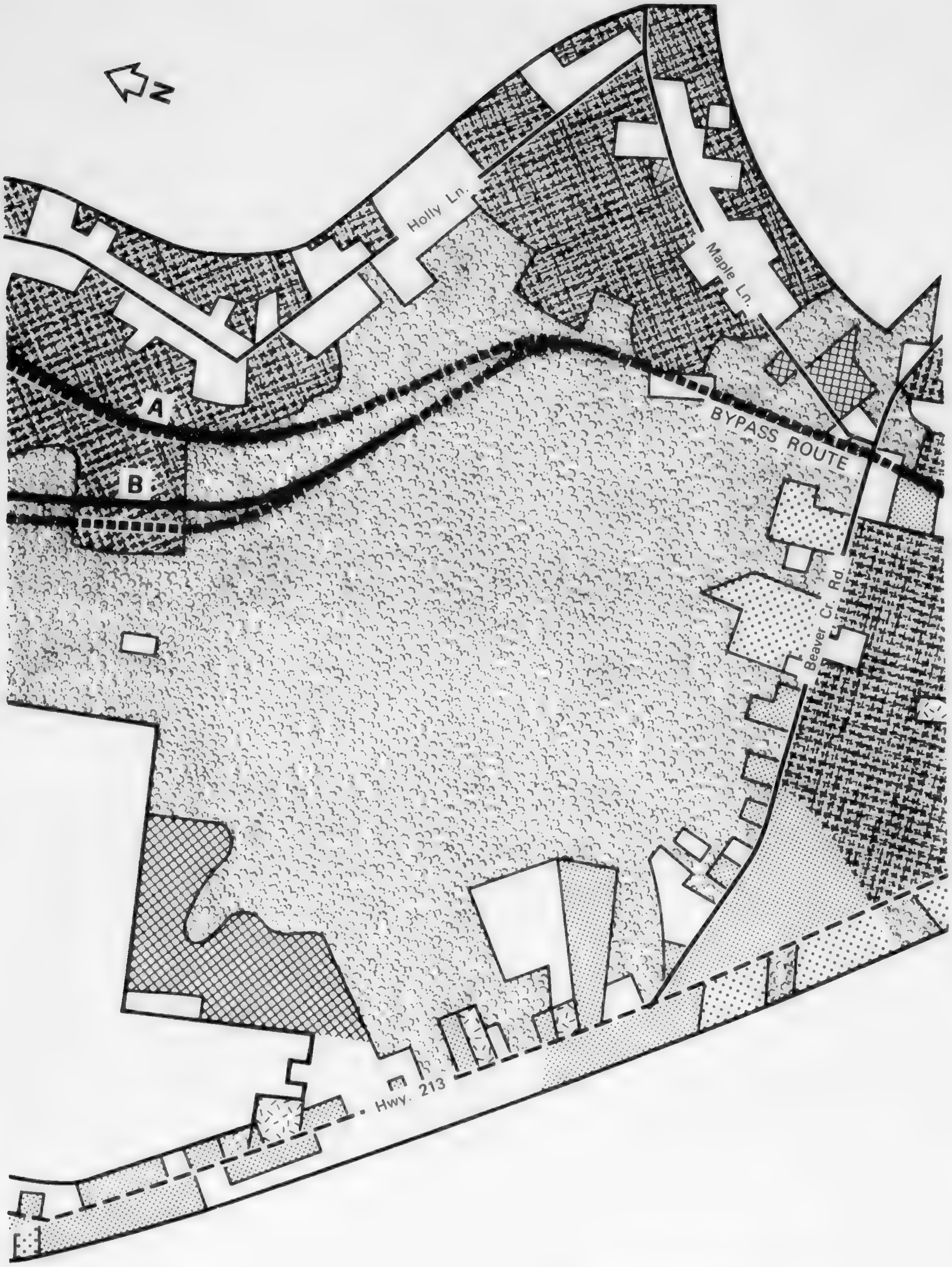
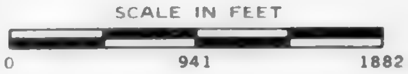

Holly Ln.
A
B
Redland Rd.
BYPASS ROUTE
LEGEND
SINGLE FAMILY RESIDENTIAL
MULTIPLE FAMILY RESIDENTIAL
COMMERCIAL
INDUSTRIAL
PUBLIC SERVICE, INSTITUTIONS
WOODED, OPEN SPACE, RECREATION
AGRICULTURE AND PASTURE
"ORIGINAL" ROUTES
MODIFIED ROUTES
N
OREGON CITY
7th St.
SCALE IN FEET
0
941
1882

FIGURE 12 Cont.

EXISTING LAND USE



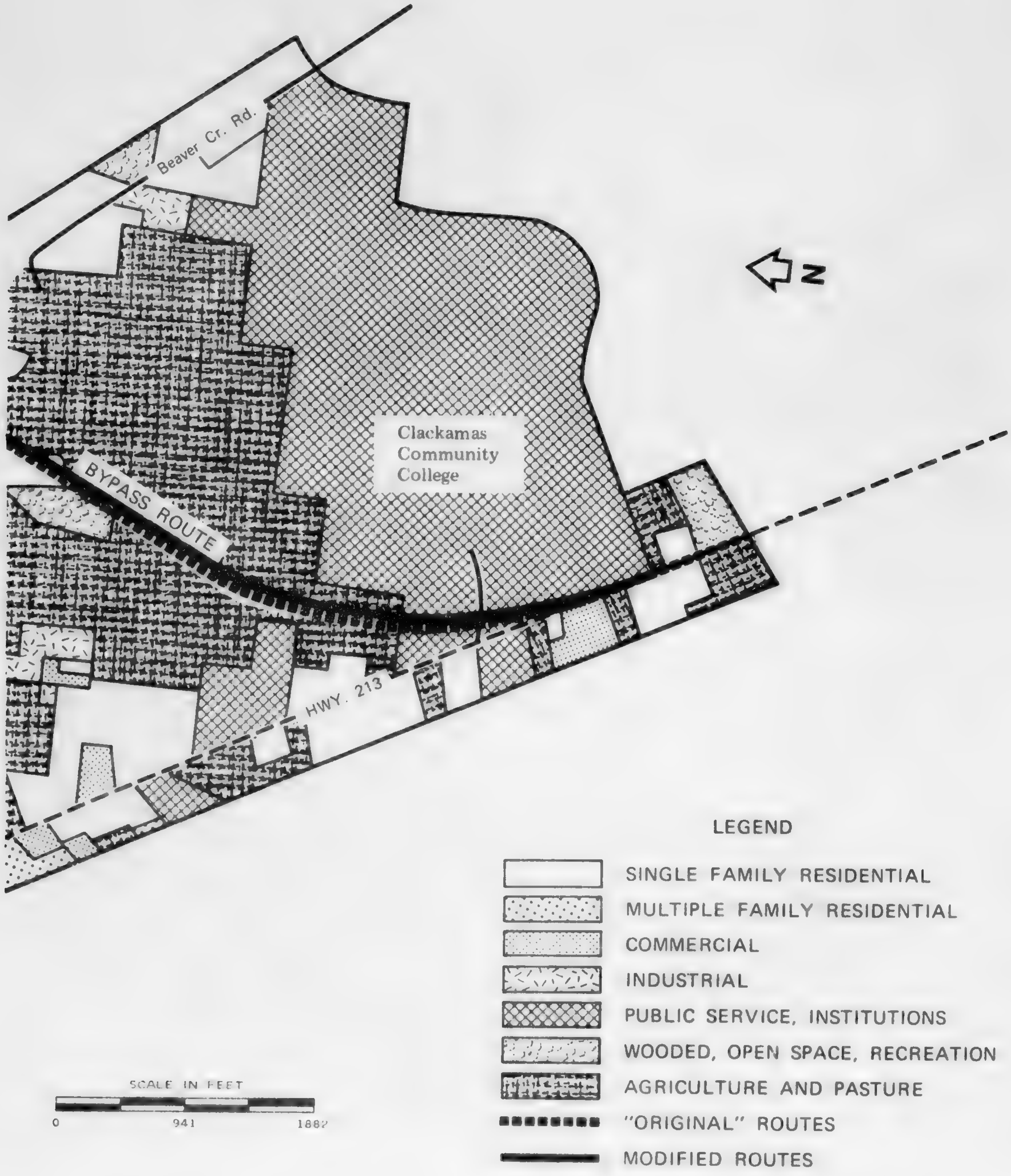
N
Holly Ln.
Maple Ln.
A
B
BYPASS ROUTE
Beaver Cr. Rd.
Hwy. 213



SCALE IN FEET
0
941
1882

FIGURE 12 Cont.

EXISTING LAND USE


Beaver Cr. Rd.
N
Clackamas Community College
BYPASS ROUTE
HWY. 213
LEGEND
SINGLE FAMILY RESIDENTIAL
MULTIPLE FAMILY RESIDENTIAL
COMMERCIAL
INDUSTRIAL
PUBLIC SERVICE, INSTITUTIONS
WOODED, OPEN SPACE, RECREATION
AGRICULTURE AND PASTURE
"ORIGINAL" ROUTES
MODIFIED ROUTES
SCALE IN FEET
0
941
1882

A proposed regional sewer treatment plan and system would serve properties inside the Urban Growth Boundary (UGB). A major trunk line is proposed in Newell Creek Canyon as part of the system. The sewer district tax levy was defeated by voters, so that the current status of this proposed system is not apparent.

Gladstone maintains its own water system, but Oregon City obtains water through the South Fork Water Board. Three water districts serve the area, although not all areas within district boundaries are served.

Agricultural Soils

Both federal and state governments have developed policies which are intended to protect the best agricultural lands. Figure 13 shows those "prime" soils in the bypass corridors as defined by the U.S. Soil Conservation Service. There are no "unique" soils in the area. Figure 13 also shows all Class I-IV soils, generally considered by the State to be preserved for agricultural uses. The major exception to this policy is where such soils are found inside an urban growth boundary (UGB) which has been acknowledged by LCDC. Those soils inside a UGB do not have to be preserved for agricultural use. The UGB for the entire MSD region has been acknowledged by LCDC; it follows the UGB as shown on Figure 14, not the Interim Immediate Growth Boundry. However, a change has been proposed by Clackamas County that would move the UGB back to the Interim boundary. Further, a suit has been filed to reduce the entire MSD-UGB. In summary, the status of the UGB is far from clear at the present time. Because of the uncertainity of the UGB in the project area, it is unknown if the state agricultural soils policy applies. If the acknowledged MSD-UGB is applied, the project is inside the UGB and the agricultural soils policy does not apply. But if the UGB is redrawn west of the acknowledged one, the state regulation for agricultural soils would apply to the project.

Proposed Land Use

Figure 14 also shows regional land use as proposed by MSD. The Urban Growth Boundary is unresolved, but if finally accepted, more urbanization would occur within the boundary shown. Most of the project area is considered "future urbanizable land." The Interim Immediate Growth Boundary generally follows the existing Oregon City limits, since future expansion could not occur until the new sewage treatment plant is built. Possible UGB limits could exclude the Park Place neighborhood and Newell Creek Canyon.

Clackamas County suggests a 75%-25% split between residential and nonresidential land, whereas Oregon City's proposed plan assumes a 45%-55% proportion. Of the 4,839 unincorporated acres inside the Urban Growth Boundary, 3,475 are buildable. This would provide a 15% margin over projected land needs through 2000. If the Newell Creek/Holly Lane area is removed from the UGB, this margin would decrease to 2%.

CRAG designated some land south and east of the project corridor "rural," with housing densities to be determined by local governments later.

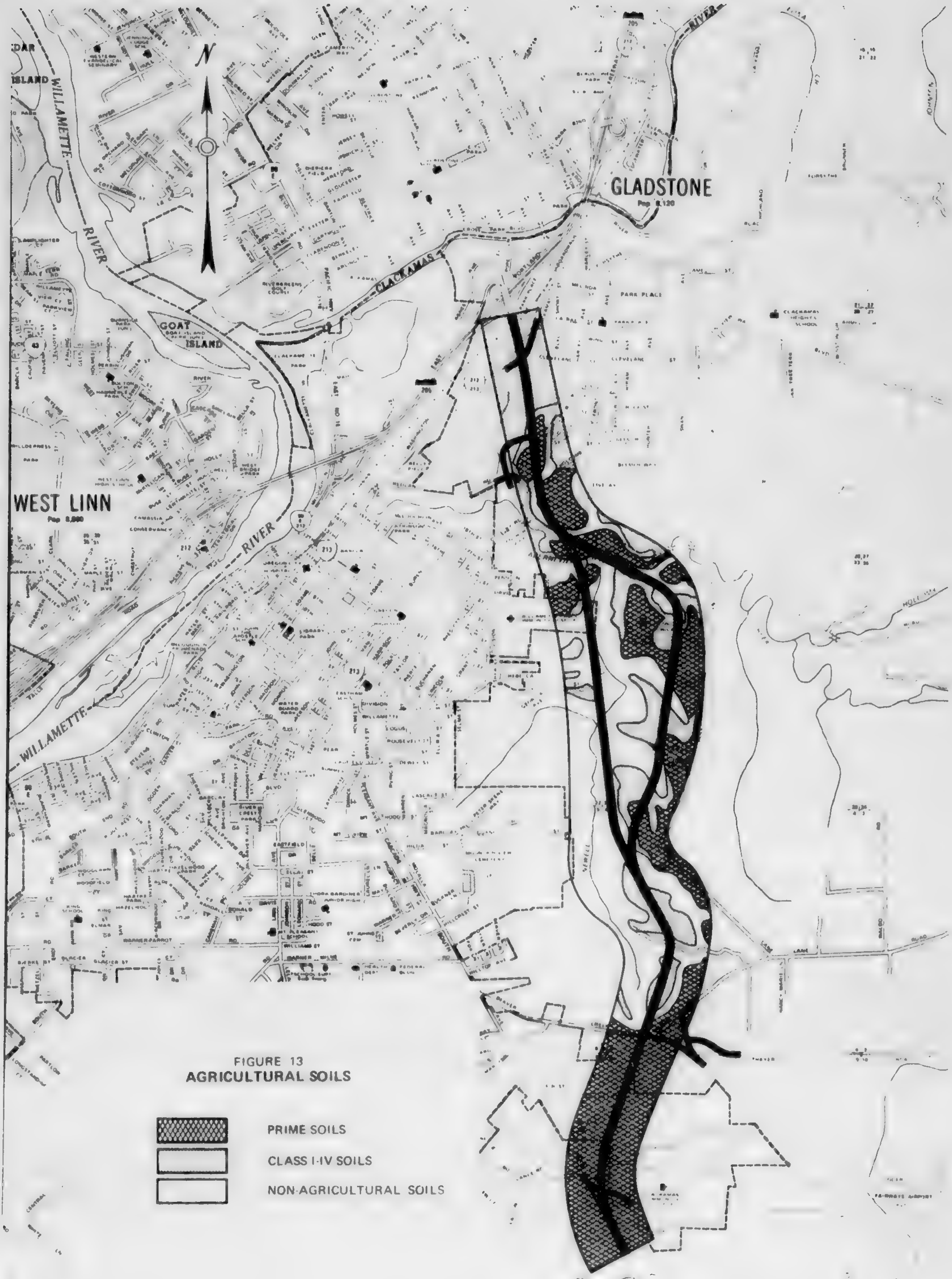

N
WILLAMETTE RIVER
ISLAND
GOAT ISLAND
GLADSTONE
Pop. 8,120
CLACKAMAS RIVER
PARK PLACE
CLEVELAND ST
WEST LINN
RIVER
WILLAMETTE RIVER
213
205
▨ PRIME SOILS
☐ CLASS I-IV SOILS
☐ NON-AGRICULTURAL SOILS
SCALE IN FEET
0
2000
4000

FIGURE 13
AGRICULTURAL SOILS

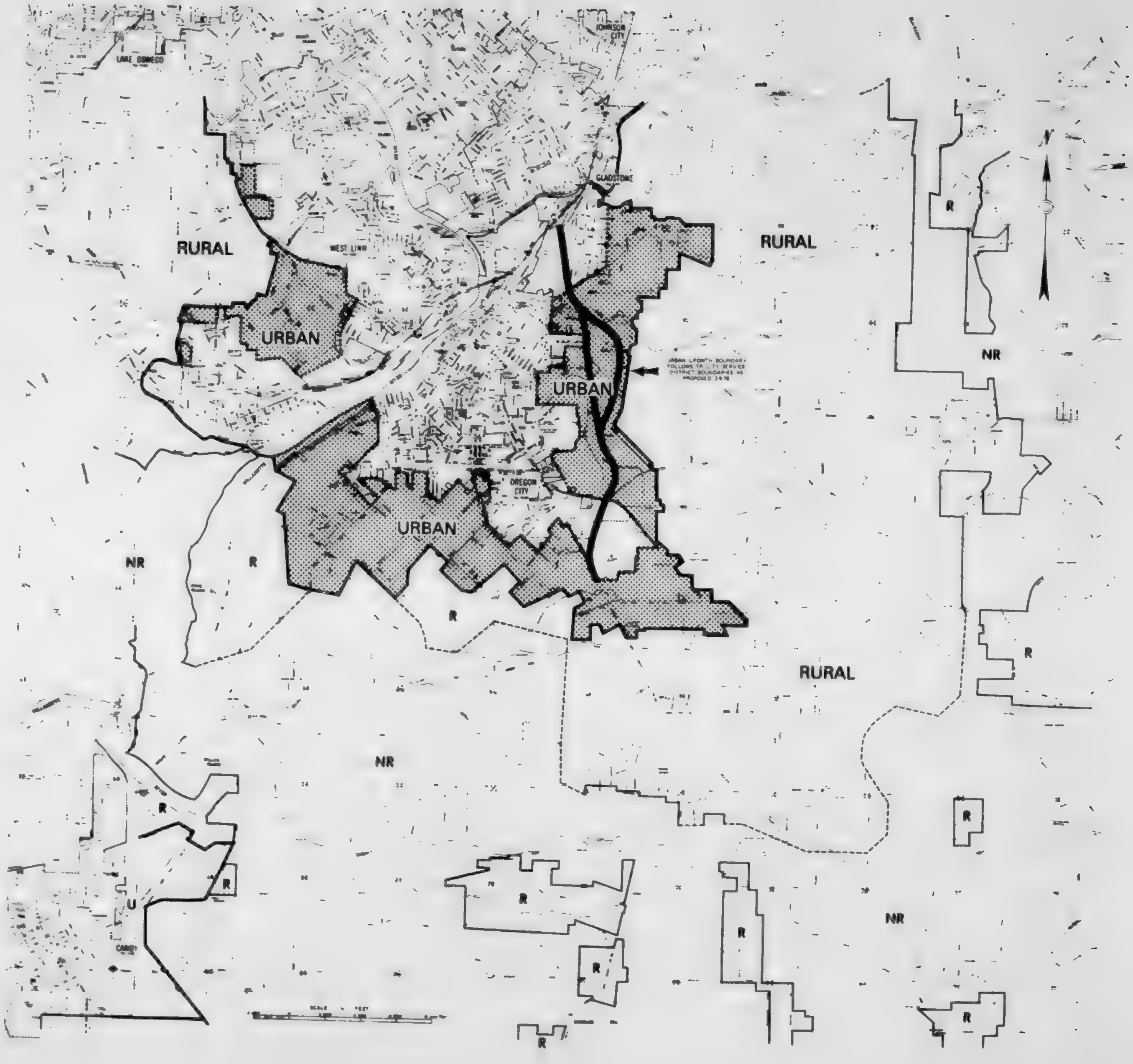

LAKE OSWEGO
JOHNSON CITY
GLADSTONE
WEST LINN
OREGON CITY
CANBY
RURAL
RURAL
RURAL
URBAN
URBAN
URBAN
U
R
R
R
R
R
R
R
R
R
R
NR
NR
NR
NR
N
URBAN GROWTH BOUNDARY FOLLOWS TRI-CITY SERVICE DISTRICT BOUNDARIES AS PROPOSED 1976
SCALE IN FEET

FIGURE 14
REGIONAL LAND USE AND
INTERIM IMMEDIATE GROWTH BOUNDARY

LEGEND

━━	URBAN GROWTH BOUNDARY
••••••••••	INTERIM IMMEDIATE GROWTH BOUNDARY
▨	AREA OUTSIDE IGB BUT INSIDE UGB
U	URBAN AREA
R	RURAL AREA
NR	NATURAL RESOURCE AREA

The area south of the urban and rural designations is indicated as a study area and will either be "rural" or "natural resource."

Oregon City is designated urban; planned commercial areas are designated near I-205 north of the city, near Holcomb Road and near Beaver Creek Road. Light industrial areas are proposed along I-205 and Beaver Creek Road.

Residential areas are indicated within the proposed urban growth boundary, with densities to be determined later. Undeveloped areas are "planned residential/low density," designed to encourage development that provides land for parks and schools. A small area north of Holcomb Road is designated as a "residential redevelopment area" intended to encourage replacement of deteriorated housing with limited multiple-family housing. Planned residential/medium density is proposed for areas near I-205 and Beaver Creek Road.

Suburban densities of approximately 2 dwellings per acre are proposed southeast of the urban growth boundary. This encourages subdivisions on rural lands and may not be compatible with Statewide goals. This designation for this area may be changed.

South of the "suburban" area are rural and agricultural lands: rural with minimum lot size of 2-10 acres and agriculture with 20-acre minimums. Newell Creek Canyon and adjacent lands are designated as "open space," but this does not prohibit development.

Oregon City's Comprehensive Land Use Plan map is shown in Figure 15. The majority of the land that would be crossed by the bypass is designated low-medium density residential, with land at Beaver Creek and Maple roads medium-high density residential. Ogden Junior High and Clackamas Community College are designated "parks-schools-recreation areas."

Gladstone's plan map is not completed, but an Urban Growth Boundary has been proposed.

Land Use Trends

Growth in residential development inside Oregon City is limited by the State-enforced sewer connection moratorium. By 1985, when the upgraded sewage system is expected to be complete, there should be sufficient capacity to service areas outside the present city limits. Until then, however, growth pressures are being exerted on lands under county jurisdiction especially to the southeast. The current county plan and zoning allows for an increase in the density of development.

The Beaver Creek area is experiencing strong development pressures for industrial, commercial and major subdivision uses. The Newell Creek area is also likely to experience significant land use changes.

Regional traffic increases and growth are being given an added impetus by the development of the Clackamas Town Center, a major shopping center north of Gladstone, (4-5 miles north of the Park Place Interchange).

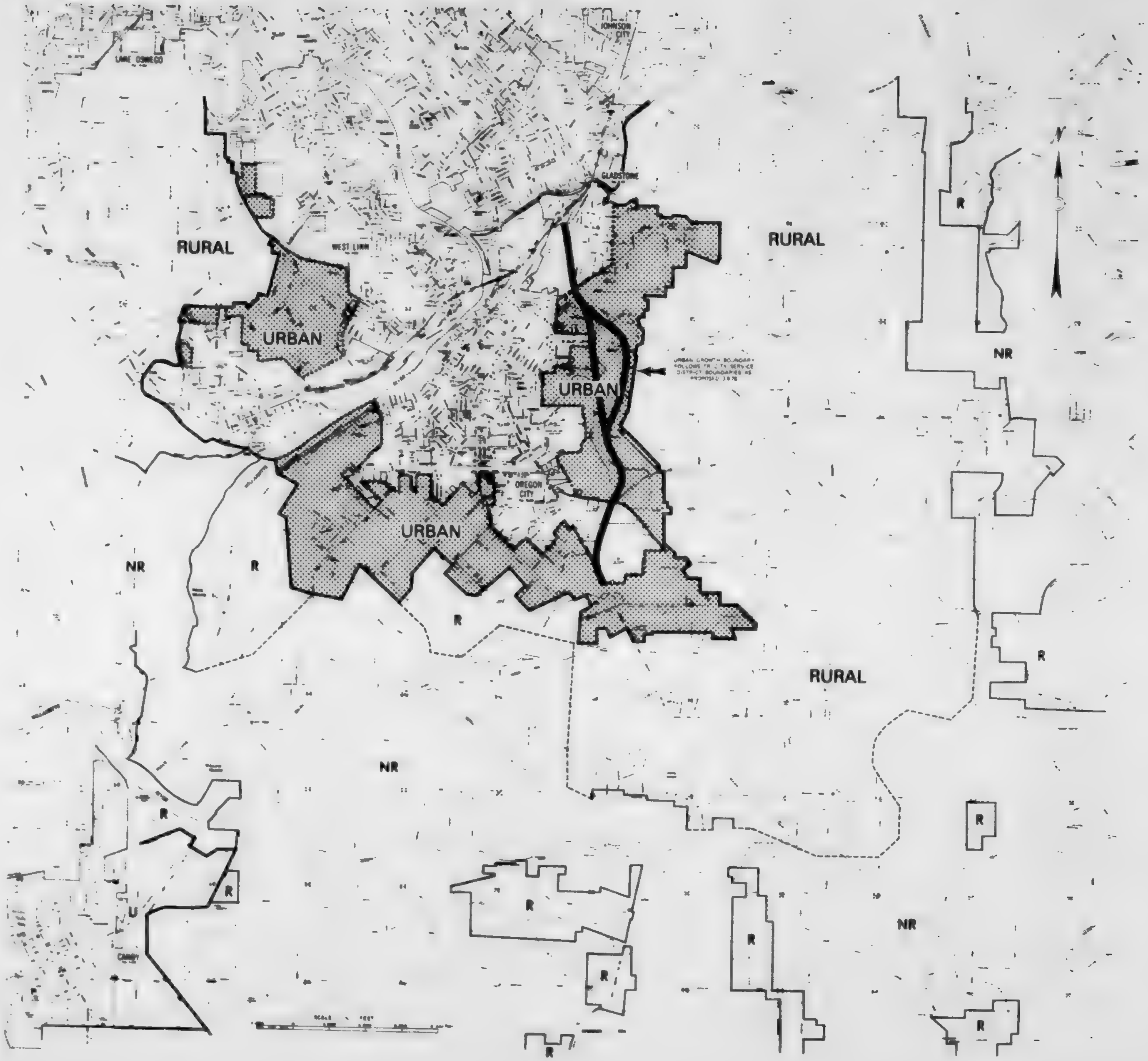

LAKE OSWEGO
JOHNSON CITY
GLADSTONE
WEST LINN
OREGON CITY
CANBY
RURAL
RURAL
RURAL
URBAN
URBAN
URBAN
U
R
NR
URBAN GROWTH BOUNDARY FOLLOWS TRI-CITY SERVICE DISTRICT BOUNDARIES AS PROPOSED 1978
N
SCALE IN FEET

FIGURE 14
REGIONAL LAND USE AND
INTERIM IMMEDIATE GROWTH BOUNDARY

LEGEND

▬▬▬	URBAN GROWTH BOUNDARY
••••••••••••	INTERIM IMMEDIATE GROWTH BOUNDARY
▨	AREA OUTSIDE IGB BUT INSIDE UGB
U	URBAN AREA
R	RURAL AREA
NR	NATURAL RESOURCE AREA

The area south of the urban and rural designations is indicated as a study area and will either be "rural" or "natural resource."

Oregon City is designated urban; planned commercial areas are designated near I-205 north of the city, near Holcomb Road and near Beaver Creek Road. Light industrial areas are proposed along I-205 and Beaver Creek Road.

Residential areas are indicated within the proposed urban growth boundary, with densities to be determined later. Undeveloped areas are "planned residential/low density," designed to encourage development that provides land for parks and schools. A small area north of Holcomb Road is designated as a "residential redevelopment area" intended to encourage replacement of deteriorated housing with limited multiple-family housing. Planned residential/medium density is proposed for areas near I-205 and Beaver Creek Road.

Suburban densities of approximately 2 dwellings per acre are proposed southeast of the urban growth boundary. This encourages subdivisions on rural lands and may not be compatible with Statewide goals. This designation for this area may be changed.

South of the "suburban" area are rural and agricultural lands: rural with minimum lot size of 2-10 acres and agriculture with 20-acre minimums. Newell Creek Canyon and adjacent lands are designated as "open space," but this does not prohibit development.

Oregon City's Comprehensive Land Use Plan map is shown in Figure 15. The majority of the land that would be crossed by the bypass is designated low-medium density residential, with land at Beaver Creek and Maple roads medium-high density residential. Ogden Junior High and Clackamas Community College are designated "parks-schools-recreation areas."

Gladstone's plan map is not completed, but an Urban Growth Boundary has been proposed.

Land Use Trends

Growth in residential development inside Oregon City is limited by the State-enforced sewer connection moratorium. By 1985, when the upgraded sewage system is expected to be complete, there should be sufficient capacity to service areas outside the present city limits. Until then, however, growth pressures are being exerted on lands under county jurisdiction especially to the southeast. The current county plan and zoning allows for an increase in the density of development.

The Beaver Creek area is experiencing strong development pressures for industrial, commercial and major subdivision uses. The Newell Creek area is also likely to experience significant land use changes.

Regional traffic increases and growth are being given an added impetus by the development of the Clackamas Town Center, a major shopping center north of Gladstone, (4-5 miles north of the Park Place Interchange).

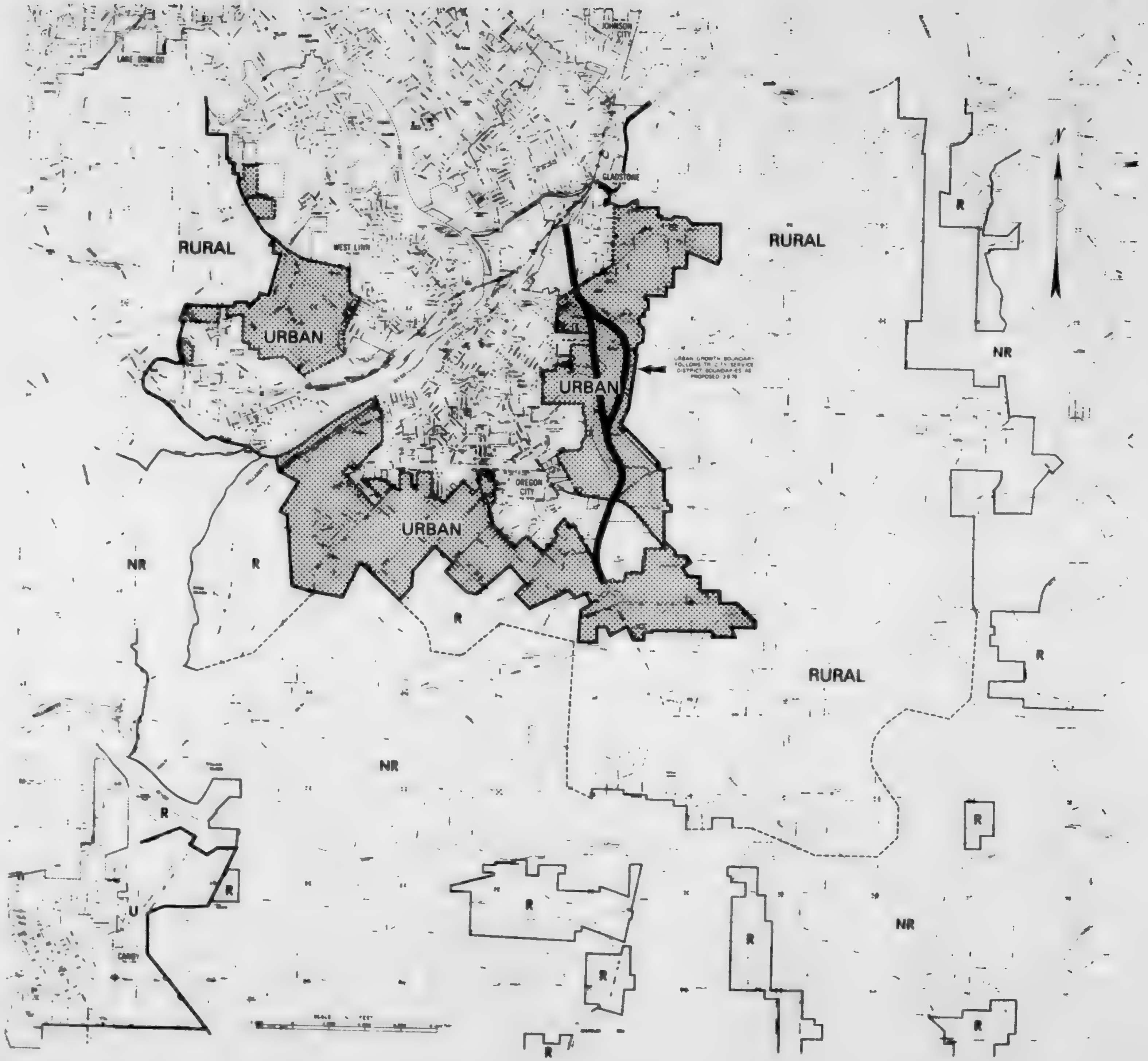

LAKE OSWEGO
JOHNSON CITY
GLADSTONE
WEST LINN
OREGON CITY
CANBY
RURAL
URBAN
URBAN
URBAN
RURAL
RURAL
NR
NR
NR
NR
R
R
R
R
R
R
R
R
R
R
U
URBAN GROWTH BOUNDARY FOLLOWS TRI-CITY SERVICE DISTRICT BOUNDARIES AS PROPOSED 3 8 76
N
SCALE - FEET
LEGEND
URBAN GROWTH BOUNDARY
INTERIM IMMEDIATE GROWTH BOUNDARY
AREA OUTSIDE IGB BUT INSIDE UGB
U URBAN AREA
R RURAL AREA
NR NATURAL RESOURCE AREA

FIGURE 14
REGIONAL LAND USE AND
INTERIM IMMEDIATE GROWTH BOUNDARY

The area south of the urban and rural designations is indicated as a study area and will either be "rural" or "natural resource."

Oregon City is designated urban; planned commercial areas are designated near I-205 north of the city, near Holcomb Road and near Beaver Creek Road. Light industrial areas are proposed along I-205 and Beaver Creek Road.

Residential areas are indicated within the proposed urban growth boundary, with densities to be determined later. Undeveloped areas are "planned residential/low density," designed to encourage development that provides land for parks and schools. A small area north of Holcomb Road is designated as a "residential redevelopment area" intended to encourage replacement of deteriorated housing with limited multiple-family housing. Planned residential/medium density is proposed for areas near I-205 and Beaver Creek Road.

Suburban densities of approximately 2 dwellings per acre are proposed southeast of the urban growth boundary. This encourages subdivisions on rural lands and may not be compatible with Statewide goals. This designation for this area may be changed.

South of the "suburban" area are rural and agricultural lands: rural with minimum lot size of 2-10 acres and agriculture with 20-acre minimums. Newell Creek Canyon and adjacent lands are designated as "open space," but this does not prohibit development.

Oregon City's Comprehensive Land Use Plan map is shown in Figure 15. The majority of the land that would be crossed by the bypass is designated low-medium density residential, with land at Beaver Creek and Maple roads medium-high density residential. Ogden Junior High and Clackamas Community College are designated "parks-schools-recreation areas."

Gladstone's plan map is not completed, but an Urban Growth Boundary has been proposed.

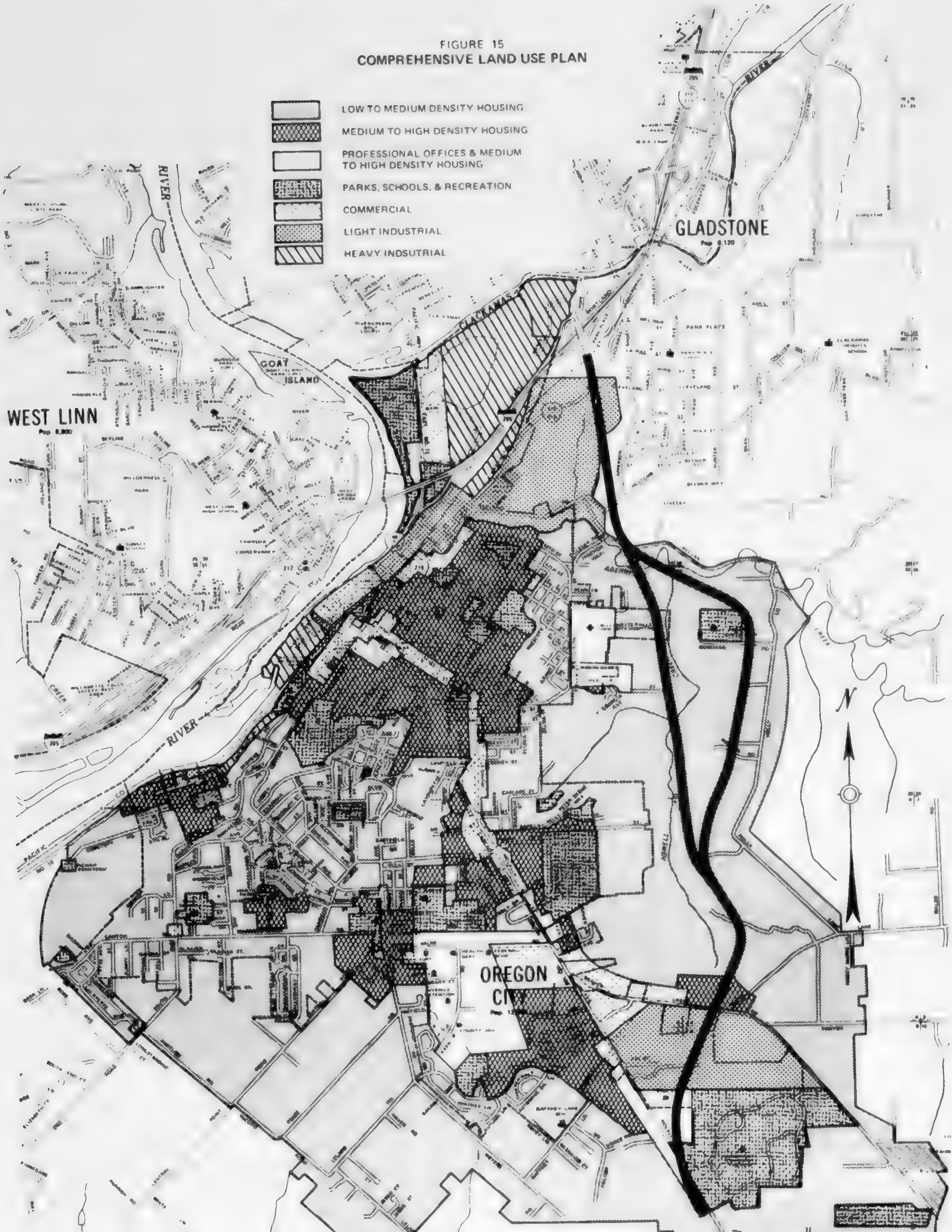
Land Use Trends

Growth in residential development inside Oregon City is limited by the State-enforced sewer connection moratorium. By 1985, when the upgraded sewage system is expected to be complete, there should be sufficient capacity to service areas outside the present city limits. Until then, however, growth pressures are being exerted on lands under county jurisdiction especially to the southeast. The current county plan and zoning allows for an increase in the density of development.

The Beaver Creek area is experiencing strong development pressures for industrial, commercial and major subdivision uses. The Newell Creek area is also likely to experience significant land use changes.

Regional traffic increases and growth are being given an added impetus by the development of the Clackamas Town Center, a major shopping center north of Gladstone, (4-5 miles north of the Park Place Interchange).

FIGURE 15
COMPREHENSIVE LAND USE PLAN


LOW TO MEDIUM DENSITY HOUSING
MEDIUM TO HIGH DENSITY HOUSING
PROFESSIONAL OFFICES & MEDIUM TO HIGH DENSITY HOUSING
PARKS, SCHOOLS, & RECREATION
COMMERCIAL
LIGHT INDUSTRIAL
HEAVY INDSUTRIAL
GLADSTONE
Pop 8,120
WEST LINN
Pop 8,800
GOAT ISLAND
RIVER
CLACKAMAS
RIVER
CREEK
PACIFIC
OREGON CITY
N
OREGON STATE HIGHWAY DIVISION
SCALE IN FEET
2,000
0
2,000
CLACKAMAS COUNTY OREGON

Development along the existing highway is expected to continue to be highway commercial. There is pressure for increased light industrial use near the college. Other proposals include a medical/dental complex south of the college, a major recycling center near the Park Place Interchange and a new high school east of Holly Lane. The construction of the school would increase growth pressures in that area.

The Holcomb Avenue area is experiencing much less pressure for development, primarily due to limitations in the capacity of the water system. Growth in Gladstone is expected to occur by "infilling" and by annexation of nearby unincorporated areas. The 82nd/I-205 commercial district has a high potential for expansion, with the first part of the "Gladstone Center" already complete.

Environmental Impacts

General Impacts: Transportation facilities have both direct and indirect effects on land use. Direct impacts are caused by the conversion of land from existing uses to right-of-way. Indirect or secondary effects result from changes in use on lands not acquired for right-of-way, being stimulated by changes in access and transportation service. Through time, indirect changes often outweigh the significance of the direct effects. Additionally, future changes in land use can significantly affect the use and utility of the highway improvement, further complicating the interrelationship of land use and transportation.

The conversion of existing land to highway right-of-way is the primary land use impact. Acquisition of the land will prevent other uses for the foreseeable future.

Secondary land use conversions are long-term. In determining the secondary effects, changes in accessibility caused by highway improvements influence land use, but do not determine land use types and patterns. Because the general project area is undergoing rapid development, moderately dense suburban development patterns are likely for the entire Oregon City area. By providing access and encouraging certain types of development to locate adjacent to a highway, selection of an alternative is important in influencing future land use patterns. However, the "ultimate" land use pattern is guided by local government policies and plans.

Specific Impacts: The bypass will not provide additional access points to properties along the route, but it will allow more rapid access north, south and east of Oregon City. The already substantial development pressure will tend to be increased as a result of the bypass, placing additional demands on public services. To what degree the suburbanization is a result of the bypass is far from clear.

Besides the increase in general development pressure, improved access at the intersections will promote more intense land use of nearby properties. Pressures would be especially evident near Clackamas Community College and the Beaver Creek Road area.

The intensified development will influence traffic on the bypass. If growth is not kept to within capacity of the transportation system, the effectiveness of the bypass will be minimized. The access and land use limitations imposed by MSD will reduce this effect.

Table 16 indicates right-of-way acquisition for the project. The bypass will convert about 164 acres to highway use. The majority, or about 60%, would be forest/open space, with industrial (12.5%) and farm use (10.3%) the second and third most affected.

There will be no impact to "unique" soil farmlands, because none are present in the area. All project alternatives would pass through "prime" soil areas, as shown on Figure 13. However, the selected route will affect the least amount of such soils, thereby minimizing the potential conflict with national agricultural soils policy.

The selected project also involves the least amount Class 1-IV soils, compared to the other build alternatives. However, because of the UGB uncertainty, it is not clear whether the state agricultural lands policy applies.

Plan Conformance: Consistency with various comprehensive plans and Statewide goals is discussed in the "Conformance with Plans and Statewide goals chapter, beginning on page 60.

SOCIOLOGY AND RIGHT-OF-WAY

Existing Setting

Population Trends and Projections: Table 17 indicates population trends in the project area. The population in the five area census tracts more than doubled between 1960 and 1977, from 13,000 to 27,000. The City of Oregon City grew by 75% or 8,000 to 14,000. In the same period, Clackamas County grew from 113,000 to 211,000 or 86%, while the Portland Standard Metropolitan Statistical Area (SMSA) increased by 37%, from 822,000 to 1,125,000.

The two census tracts south of Oregon City are experiencing significant increases in population: from 2,874 in 1960 to 10,654 in 1977, a 270% increase. Growth has occurred in this area primarily because of the availability of developable land with few physical or political constraints. Population growth east of Oregon City has been moderate, but growth in the older sections of the city has been smaller.

Table 18 indicates several population projections for the project area to 2000. Projections indicate that the overall study area would increase from 26,700 to 40,200, a 50% increase, but the various subunits would increase at widely uneven rates. Population in the area south of Oregon City would nearly triple, whereas other areas would change less. The area north and east would experience a 50% increase.

TABLE 16

RIGHT OF WAY - DISPLACED USES*

Farm Use	Forest/Open Space	Residential	Commercial	Public Service	Parks/Recreation	Industrial	TOTAL
17(10.3%)	99(60.4%)	10(6.1%)	7(4.3%)	10.5(6.4%)	0	20.5(12.5%)	164(100%)

*Data is provided in acres. Data includes uses within the right-of-way. Data in parenthesis is the percent of the displaced use as compared to the total amount of displaced use.

TABLE 17

RECENT POPULATION CHANGE
(1960 TO 1977)

Area	Population[a] 1960	1970	1977	Change 1960-1970 No.	Percent	1970-1977 No.	Percent
Subdistricts (Census Tract)							
55 (223)	2,942	4,161	5,648	1,219	41.4%	1,487	35.7%
56 (224 and 225)	7,627	8,546	10,381	919	12.0%	1,835	21.5%
57 (226)	1,635	2,938	6,065	1,303	79.7%	3,127	105.4%
58 (230)	1,239	2,420	4,589	1,181	95.3%	2,169	89.6%
Total Study Area District 15[b]	13,443	18,065	25,683	4,622	34.4%	8,618	47.7%
Oregon City	7,995	9,176	14,100	1,180	14.8%	4,924	53.7%
Clackamas County	113,038	165,088	211,000	53,050	46.9%	44,912	27.0%
Portland SMSA	821,897	1,007,130	1,125,005	185,233	22.5%	117,875	11.7%

SOURCE: U.S. Bureau of the Census, 1970 Number of Inhabitants Oregon, 1971; Center for Population Research and Census, Portland State University, Population Estimates for Oregon Counties and Incorporate Cities, 1977; and CRAG, General Planning Data and Projections, 1977, and 1977 Population by Age Category, 1978.

[a] The 1960 and 1970 population figures are actuals from the U.S. Census. The 1977 postcensal estimates are from CRAG and the Center for Population Research and Census. As of July 1, 1978, the population of Oregon City increased to 14,700; Clackamas County, 220,000.

[b] Excluding subdistrict 58 (C.T. 230) from the total study area (District 15), the following change occurred:

1960	1970	1977	% 1960-70	% 1970-71
12,204	15,645	22,094	28.2%	41.2%

TABLE 18

PLANNING POPULATION FORECASTS TO YEAR 2000

Area	Population[a] 1977	2000	Change 1977-2000 Number	Percent
Subdistricts (Census Tracts)				
55 (223)	5,648	8,477	2,829	50.1%
56 (224 and 225)	10,381	9,794	-588	-5.7%
57 (226)	6,065	17,031	10,966	180.8%
58 (230)	4,589	4,869	280	6.1%
Total Study Area District 15	26,683	40,171	13,487	50.5%
Total Study Area Less Subdistrict 58[b]	22,095	35,302	13,207	59.8%
Oregon City	14,100	34,050	19,950	141.5%
Clackamas County within TSA	163,196	231,200	68,004	41.7%
Inside Total TSA	1,050,112	1,405,088	354,976	33.8%
Total Portland SMSA	1,124,989	1,500,885	375,896	33.4%

SOURCE: CRAG, "Second Round" Regional Growth Allocation for the CRAG Transportation Study Area Year 2000, Portland, 1978, and Oregon City, First Draft Comprehensive Plan: Analysis, Oregon City, 1978.

[a] With the exception of Oregon City, all population figures are from CRAG's "Second Round" Growth Allocation. The population of Oregon City in year 2000 is from the draft comprehensive plan. See Appendix A for assumptions used in developing the forecasts.

[b] The total forecast for this area is shown since subdistrict 58 is outside the Portland Metropolitan Area urban growth boundary, where only small growth changes are to occur.

Socioeconomic Characteristics: The latest general information on socioeconomic characteristics is the 1970 census, which may not be totally indicative of current trends. The population is overwhelmingly white with nearly equal numbers of males and females. About 30% are under 15 years, 60% between 16-64 and 10% are 65 or over. Estimates in 1977 indicate a higher proportion of older persons and fewer youth than shown in the 1970 census.

Education levels are slightly lower than the SMSA. Family incomes are also lower, with a higher incidence of poverty level incomes than the SMSA. The highest levels of poverty are in the older section of Oregon City, the lowest are in the south suburbs.

The average household size in the project area is about 2.8. Two-thirds of the housing units were owner occupied, with the median unit value lower than that for the SMSA.

The population increase in the area has caused a demand for new residences. Between 1970 and 1976, about 3,000 housing units were added, the largest number occurring south of the city. Single family units account for about 81% of the total.

Availability of housing is low within Oregon City and is expected to remain low through the early 1980's. The 1977 sewer connection moratorium will limit the amount of new construction in Oregon City and continue to shift new housing outside the city limits, especially to the south.

Communities/Neighborhoods: Clackamas County is divided into community planning organizations outside incorporated cities to involve citizens in decision making. The following are in the project area: Holcomb-Outlook-Park Place Neighborhood Council; Beaver Creek Citizens Association, Carus Neighborhood Association and New Era-Central Point-Leland Road Neighborhood Group. Oregon City has nine neighborhood associations. Figure 16 shows both city and county groups. Two special neighborhoods, Park Place and Holly Lane are also shown because of their proximity to the project.

Public Facilities and Services: Figure 17 indicates the major facilities, institutions, and services along the existing highway and bypass corridors.

Education - The project lies in Oregon City School District 62. Ogden Junior High (enrollment 555) is located in the Holly Lane neighborhood just east of the bypass corridor. Nearly all the Ogden students are transported by bus.

The School District's bus storage and maintenance lot is located on Maple Lane near Beaver Creek Road, just east of the bypass corridor.

Clackamas Community College is located along the bypass corridor on a 177 acre site. The college offers non-credit classes, credit classes leading to two year associate degrees and a variety of community activities. About 3,400 of the 8,500 enrolled are full-time students; by 2,000, 6,000 full-time

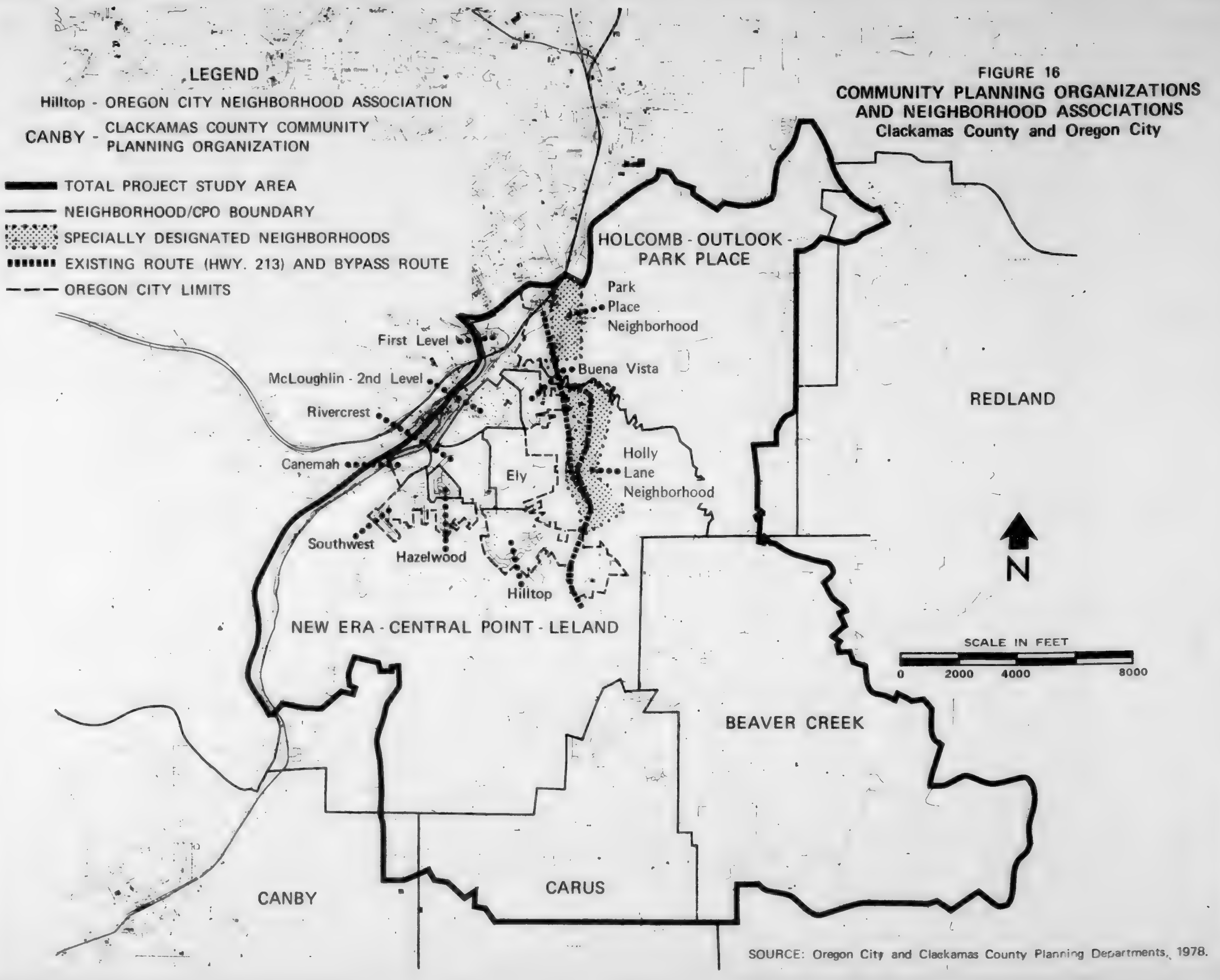
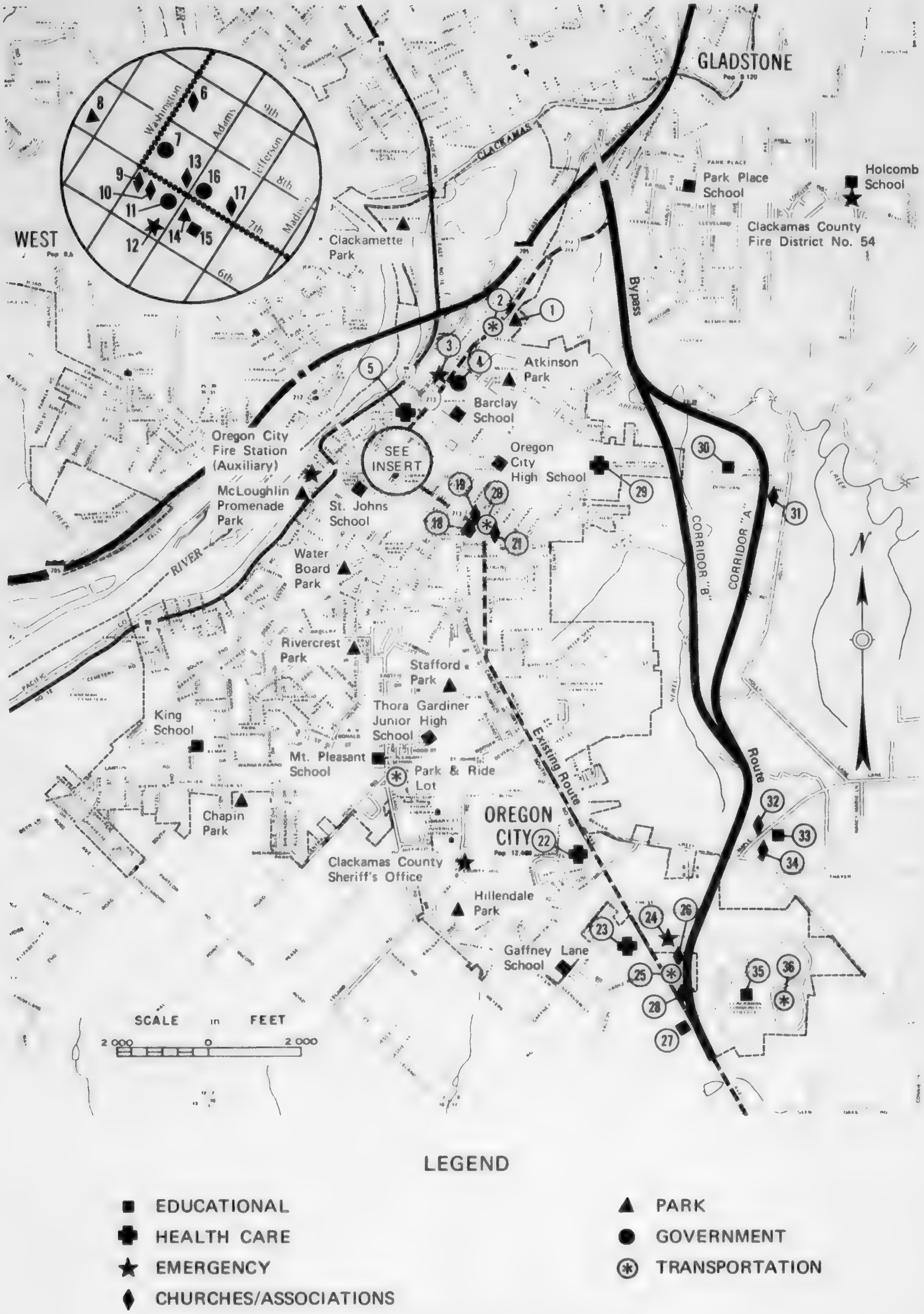


FIGURE 16
COMMUNITY PLANNING ORGANIZATIONS AND NEIGHBORHOOD ASSOCIATIONS
Clackamas County and Oregon City

LEGEND
Hilltop - OREGON CITY NEIGHBORHOOD ASSOCIATION
CANBY - CLACKAMAS COUNTY COMMUNITY PLANNING ORGANIZATION
TOTAL PROJECT STUDY AREA
NEIGHBORHOOD/CPO BOUNDARY
SPECIALLY DESIGNATED NEIGHBORHOODS
EXISTING ROUTE (HWY. 213) AND BYPASS ROUTE
OREGON CITY LIMITS
HOLCOMB - OUTLOOK - PARK PLACE
Park Place Neighborhood
First Level
McLoughlin - 2nd Level
Buena Vista
Rivercrest
Canemah
Ely
Holly Lane Neighborhood
Southwest
Hazelwood
Hilltop
NEW ERA - CENTRAL POINT - LELAND
REDLAND
N
SCALE IN FEET
0
2000
4000
8000
BEAVER CREEK
CARUS
CANBY

SOURCE: Oregon City and Clackamas County Planning Departments, 1978.

FIGURE 17
INSTITUTIONS, FACILITIES, AND SERVICES


GLADSTONE
WEST
Washington
Adams
Jefferson
Madison
9th
8th
7th
6th
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
Park Place School
Holcomb School
Clackamas County Fire District No. 54
Clackamette Park
Atkinson Park
Barclay School
SEE INSERT
Oregon City Fire Station (Auxiliary)
McLoughlin Promenade Park
St. Johns School
Oregon City High School
Water Board Park
Rivercrest Park
Stafford Park
Thora Gardiner Junior High School
King School
Mt. Pleasant School
Park & Ride Lot
Chapin Park
OREGON CITY
Clackamas County Sheriff's Office
Hillendale Park
Gaffney Lane School
CLACKAMAS
RIVER
Bypass
CORRIDOR "B"
CORRIDOR "A"
Route
Existing Route
N
SCALE in FEET
2 000
0
2 000
LEGEND
■ EDUCATIONAL
✚ HEALTH CARE
★ EMERGENCY
♦ CHURCHES/ASSOCIATIONS
▲ PARK
● GOVERNMENT
⊛ TRANSPORTATION

ALONG EXISTING ROUTE

1. Kelly Field
2. Park and Ride Lot 38
3. Willamette Falls Ambulance
4. U.S. Post Office
5. Oregon City Retirement Center
6. St. Paul's Episcopal Church
7. Clackamas County Assessors Office
8. McLoughlin and Barclay Houses (Historic Park)
9. Clackamas County Historical Society
10. I.O.O.F. (Odd Fellows)
11. City Hall and Fire Station
12. Oregon City Police
13. Chamber of Commerce
14. City Library Park
15. City Library
16. City Planning Office
17. Oregon City Senior Citizens Center
18. Eastham Elementary School
19. Foursquare Gospel Church
20. Park and Ride Lot 35
21. Nazarene Church
22. Sierra Vista Center
23. Stillmeadows Retirement Center
24. Oregon City Fire Station No. 2
25. Park and Ride Lot 37
26. Followers of Christ Church
27. North Clackamas Christian School
28. Clackamas County PTA Clothes Closet

ALONG PROPOSED BYPASS

29. Willamette Falls Hospital
30. Ogden Junior High School
31. L.D.S. Stake Center
32. Full Gospel Grace Community Church
33. School District 62 Bus Lot
34. Maple Lane Baptist Church
35. Clackamas Community College
36. Park and Ride Lot 77

students are expected. In addition, the use of the college facilities for community uses is expected to significantly increase. Two thirds of the students live north of Oregon City and most of the rest live in the city. Thus, most students and other users must use the existing route through Oregon City to get to the campus.

The North Clackamas Christian School, a private school with an enrollment of 315 students for kindergarten through 12th grade, is located across Molalla Avenue from Clackamas Community College.

Churches/Associations - Three churches are located adjacent to the the bypass route: Church of Jesus Christ of Latter Day Saints (LDS Stake Center), Full Gospel Grace Community and Maple Lane Baptist.

No associations are located along the bypass route.

Recreation Resources - No parks or wildlife refuges are adjacent to the bypass corridor.

Emergency Services - The Willamette Falls Community Hospital is located just west of the bypass corridor.

The Oregon City Fire Department provides fire protection within the city limits. Outside the city, protection is furnished by Clackamas County Fire District 54, with the main rural station at Redland. Other equipment is stored at Holcomb School in the Park Place neighborhood.

Police protection is provided by the Oregon City Police Department, Clackamas County Sheriff's Office and the Oregon State Police.

Alternative Transportation Modes: Tri-Met, the regional transit agency, operates three routes in the Oregon City area. The project area is served by scheduled bus runs and demand responsive vehicles for elderly, handicapped and other transportation disadvantaged. Greyhound Bus Lines serves Oregon City for inter-city passengers and the Oregon City Cab Company provides taxi service in the project area.

The Interim Transportation Plan proposes a major transit corridor between downtown Portland and Oregon City. The plan envisions light rail vehicles on fixed rail routes to a terminal in Oregon City. Advanced study is not expected until later in the 1980's, with implementation several years after (if funding can be obtained.)

Bikeways/Footpaths/Pedestrian Travel - The CRAG Bikeway Plan proposed a 15-mile Oregon City-Molalla Bikeway, which will use the bypass corridor to Clackamas Community College. South of the college, the route will use existing Highway 213 and a secondary road.

Pedestrian travel is heaviest in the commercial areas of Oregon City and less frequent elsewhere, primarily due to lack of facilities and safety problems.

Environmental Impacts

Right-of-Way: The bypass will displace 21 housing units, housing about 65 persons. Seven single-family residences and 1 duplex (9 housing units) in the Park Place neighborhood near Holcomb Boulevard and 10-12 residences in the Maple Lane/Thayer Road/Beaver Creek intersection area will be acquired.

The long period of uncertainty as to when displacement occurs affects daily decisions and choices of affected persons. Displacement itself also limits "freedom of choice." Initially, people react negatively to being relocated, especially when the choice is not theirs. Some serious problems for some of the displaced occur, particularly the elderly and poor who have strong ties to their houses or neighborhood.

Because of the overall population characteristics of the area, it is highly unlikely that persons to be displaced are members of racial or ethnic minorities or disproportionately elderly or poor.

The project will not displace any non-profit institution or organization. However, about 2 acres of wooded, undeveloped, steep land of the Ogden Junior High School property will be acquired. No facilities are existing or planned on this part of the property due to its terrain.

The bypass also will cross the west part of the 177 acre Clackamas Community College property. About 8 acres and the Clackamas County PTA building on campus will be acquired. Further, the west entrance road will be redesigned and a portion of the landscaped grounds and a large sign will be removed. A small parcel of the property containing a small storage barn will be separated from the remaining property. However, the acquisition will not be in conflict with the college master plan as no facilities are planned in the bypass right-of-way.

The project will not require land from or adversely affect any public park, wildlife refuge or historic site.

Proximity Impacts:

The construction phase of about two years will constitute an adverse impact for residences and institutions adjacent to the selected route. Although short-term and intermittent, the noise, dust, air pollution, vibration and congestion will be a nuisance. Additionally, heavy trucks may use Holly and Maple Lanes, Beaver Creek and other roads. The severity of these impacts will vary with the nature of the affected property and its distance from the construction activity.

After construction, the new highway may be perceived as unpleasant for those residences and institutions abutting it, especially those wanting rural tranquility. The placement of the new road in an area currently without roads could also pose a safety problem for pedestrians, especially children.

The bypass will have little effect on the cohesiveness or identity of neighborhoods. The new route will follow the natural barrier of Newell Creek canyon, which limits accessibility and interrelationship between Oregon City and the area to the east. Additionally, the route closely follows boundaries between neighborhood associations, school attendance areas and other service zones. Further, no east-west secondary roads will severed.

The project will have little impact on the Holly Lane neighborhood, other than the beneficial effect of reducing traffic on that local road. The project will involve an essentially irreversible decision to commit Newell Creek canyon to highway use. The proximity of the canyon in the expanding metropolitan area makes it potentially valuable as a recreation/nature study reserve.

The canyon is recognized by the Oregon City draft Comprehensive Plan as "very suitable for additional parkland. Other means of preserving the open space, such as planned developments, should also be utilized ... There are suitable areas in the canyon for a new State Park." Clackamas County also designates the area where the canyon is located as a high priority for park development. However, the canyon is primarily in private ownership, with no access for the public. Further, both local governments involved have approved by resolution the proposed highway and its location.

The bypass will be near the Orchard Child Development Center (a day care center) and soccer field at Clackamas Community College. Although lodged in temporary buildings, the Child Development Center is expected to remain at the site for the near future. Users of the soccer field include students from the North Clackamas Christian School and community groups.

Accessibility Impacts: The primary benefit of the bypass will be the improvement in accessibility. North-south through traffic will be able to bypass city streets on a more convenient highway. Because through traffic will be removed from the existing route, accessibility within Oregon City will also be improved. An additional route will be available for emergency vehicles; reduced congestion in town will also reduce city emergency vehicle response time. Further, accessibility will be improved for the majority of Clackamas Community College students.

The bypass appears to be compatible with long range transit plans. A transit station with park-and-ride facilities at the north end of Oregon City (if so located) will be accessible by users of the bypass. Pedestrian and bicycle travel will benefit. Shoulders would be safe and at major intersections, signals will be provided. The main benefit for pedestrians will be in town due to the reduced traffic congestion. The shoulder along the bypass will be signed and striped for a bikeway, connecting with other bikeways planned in the general area.

The project is not intended to serve as a stimulus for urban development and population growth beyond the urban growth boundary on agricultural and natural resource lands. Excess growth beyond that forecast will seriously overload the bypass and reduce its level of service. Although growth management is the responsibility of local government, the bypass project could contribute to increasing residential development south of Oregon City.

Impact Significance: The relative significance of the adverse impacts of the project are considered "moderate" as compared to other environmental studies of highway projects. The social impacts of the selected route are classified as "minor", as opposed to the "A" build alternatives.

Mitigative Measures

It is the policy of the Oregon Department of Transportation that persons displaced by a highway project shall receive fair and humane treatment and not suffer unnecessarily. The policy requires that property acquired for the project be purchased at fair market value. Nobody will be required to move until adequate replacement housing has been found and offered. Individuals displaced will also be eligible for relocation benefits and assistance.

Another monetary compensation measure involves additive payments, which will aid displaced persons to move to comparable housing. Typically, displaced persons upgrade their housing situation.

Securing decent, safe and sanitary replacement housing for displaced persons is not expected to be a problem. The amount of new housing being built in the area outside Oregon City and the availability of used housing should allow a smooth relocation. The housing market as it is today appears to have an adequate housing supply in a wide price range for the affected persons. Preliminary studies have found 365 single family housing units and 11 duplex rental units available. If necessary however, "last-resort" housing will be provided.

Potential displacees have not been contacted by right-of-way staff because the project is only in the development stage. No decision has been made on final design and right-of-way requirements.

Several parcels of property in lower Newell Creek canyon will be severed by the Bypass and left with no available access. However, these isolated tracts will be studied for possible acquisition and retention in public ownership. This will serve the dual mitigative purposes of providing just compensation for owners of the isolated tracts who would not be able to use their land and allowing informal public access to the canyon and creek.

Pedestrian-activated traffic lights at the major intersections, including Clackamas Community College, will be installed to improve safety and access.

The bypass will have controlled access design, with only 4 access points between the two project terminals. This will assist in discouraging urban sprawl and is consistent with the MSD resolution.

ECONOMICS

Existing Setting

Region and County: The Clackamas County economy historically has been based on rural activities, somewhat independent of the Portland metropolitan area. Recently, the county has developed a diverse urban economy with strong ties to the metropolitan area. However, the county and project area are still more dependent upon natural resource economic sectors than the rest of the metropolitan area. Table 19 shows 1977 and projected 2000 comparative employment numbers for the Portland Standard Metropolitan Statistical Area (SMSA), Clackamas County and District 15 (includes Oregon City and an area south and east of the city). Major conclusions evident from the table are:

1. Substantial increases in finance/insurance/real estate, government, services, manufacturing and retail trade employment are projected for Clackamas County;
2. Clackamas County is projected to have higher percentage increases than the SMSA in all categories;
3. District 15 projections show a lower increase for manufacturing, construction, wholesale trade and transportation/communications/public utilities;
4. District 15 increases are projected to be less than Clackamas County increases, except for the self-employed sector;
5. The largest increases in employment in District 15 are in the finance/insurance/real estate, services, government and retail trade sectors;
6. Total employment for Clackamas County and District 15 is expected to increase at a higher rate than the SMSA;
7. The major employment sectors in Clackamas County are: manufacturing, wholesale and retail trade, services and government. Agriculture remains an important industry, due to favorable soils, climate, and market accessibility.

Manufacturing employs about 25% of the job holders in the county, with lumber, paper and allied products employing 35% of the manufacturing employment total. Fabricated metals, instruments and machinery account for another 32%. Manufacturing is concentrated in the northwest part of the county and Wilsonville.

Clackamas County has about 10% of the Wholesale Trade employment in the SMSA. Lumber and construction account for the largest percentage, followed by machinery and electrical goods. The excellent transportation system is the major contributing factor to the wholesale trade sector.

TABLE 19

TOTAL EMPLOYMENT BY STANDARD INDUSTRIAL CLASSIFICATIONS (SIC), 1977 to Year 2000

Employment SIC	1977 Employment Portland SMSA	1977 Employment Clackamas County[1]	1977 Employment District 15[2]	District 15's % of County	2000 Employment Portland SMSA	2000 Employment Clackamas County	2000 Employment District 15	District 15's % of County	Percent Change 1977-2000 Portland SMSA	Percent Change 1977-2000 Clackamas County	Percent Change 1977-2000 District 15
Self Employed	53,900	6,574	1,135	17.3%	65,400	8,520	1,475	17.3%	21.3%	29.6%	30.0%
Manufacturing	96,249	10,317	999	9.7%	153,978	19,641	1,298	6.6%	63.4%	90.4%	29.9%
Construction	19,681	3,061	361	11.8%	26,900	4,369	404	9.2%	36.7%	42.7%	11.9%
Transportation, Communications, and Public Utilities (T.C.P.U.)	30,800	926	231	24.9%	35,837	1,652	245	14.8%	16.4%	78.4%	6.1%
Wholesale Trade	38,206	4,402	134	3.0%	52,520	6,571	161	2.4%	37.4%	49.3%	20.1%
Retail Trade	79,069	8,056	1,388	17.2%	107,943	14,674	2,190	14.9%	36.5%	82.1%	57.8%
Finance, Insurance, and Real Estate (F.I.R.E.)	33,416	1,352	279	20.6%	58,058	5,904	540	9.1%	73.7%	336.7%	93.5%
Services	90,019	8,909	2,004	22.5%	159,331	17,395	3,836	22.1%	77.0%	95.0%	91.4%
Government	74,388	8,303	3,056	36.8%	124,800	29,362	5,622	29.0%	67.8%	133.2%	84.0%
TOTAL EMPLOYMENT	513,730	51,900	9,587	18.5%	784,757	98,068	15,771	16.1%	52.8%	84.1%	64.5%

SOURCE. CRAG, "Second Round "Regional Growth Allocation for the CRAG Transportation Study Year 2000, Portland, 1978.

[1] Portion of Clackamas County with the transportation study area only.

[2] District 15 is the project study area for the Oregon City Bypass project.

Food stores and automobile dealers are the largest subsectors of the Retail Trade sector of the county economy, accounting for 24% and 22% of the total retail sales. General merchandise, apparel and building materials/hardware together account for another 27%.

The largest employment subsectors of the Services sector are business services and personal services. The education subsector is the largest in the Government sector.

Approximately 170,000 acres or 14% of the total land area of Clackamas County is farmed. Trends indicate a decrease in farm acreage, total number of farms and number of owner-operated farms. Approximately 850,000 acres of the County is commercial forest, 75% of which is publicly owned. The forest lands play a significant role in the county economic base, in terms of employment, sales and county revenue.

The most important materials produced in the County are sand and gravel, stone and clay. Abundant reserves of sand and gravel are scattered throughout the county. Recreation and tourism also contribute substantially to the county economy.

The county labor force, now about 18% of the entire SMSA, is expected to increase by 75%, to include 23% of the total. Although unemployment rates for the county are higher than the SMSA, the per capita income for Clackamas County is higher.

Project Study Area: Despite its image as a mill town, Oregon City has a diversified economic base, with no economic sector dominant. Oregon City is the primary commercial center for the county. There are three major commercial areas within the city: the historic business district, Seventh Street and Molalla Avenue (existing route).

Commercial and industrial activities near the bypass are located along Redland Road and Maple Lane/Beaver Creek Road.

The largest two employers in the city are Clackamas Community College, with 750-850 employees, and Clackamas County government with 630. Other government employment brings the total to over 30% of the city's work force.

Utilities serving the area are:

Portland General Electric
Northwest Natural Gas
Pacific Northwest Bell Telephone
Beavercreek Telephone Company
Clear Creek Telephone Company
Canby Telephone Company

Environmental Impacts

Right-of-Way: The project will displace two businesses: Park Place Construction Company, employing about 50 people; and S and K Meat Company, a custom butchering and processing concern. The construction company could relocate to a similar size parcel in a comparable location, but the butchering business may have problems due to waste disposal needs. Approximately 18 acres of the 113 acre Rossman Sanitary Landfill will be acquired, but operation will not be seriously affected. The total amount of land available for landfill use will be reduced, but about half of the area to be acquired has already been filled.

No public utility will be disrupted for an extended period of time.

Fiscal: The funds used for the project will produce immediate and direct economic benefits to the construction industry. The amount spent is multiplied through the economic system.

The tax base of both Oregon City and Clackamas County will be minimally impacted, with less than .02% reduction. This is not a significant effect to the tax base. In fact, land values will tend to rise in response to the new highway, offsetting any reduction in tax base.

Economic Development: There is little evidence that the bypass will have a major effect on economic development. The new highway will be an incidental catalyst to local development, but will not be in itself sufficient to create economic activity. The increased accessibility will make the area more attractive. The new highway will also be compatible with local economic development plans and polices.

Most of the short-term impacts in economic development will occur near the bypass intersections. The reduction in highway traffic through the core area will not have a general adverse effect on business sales. In fact, the bypass will have a positive impact in encouraging retail trade and new enterprises.

The bypass will improve access to commercial areas along the existing highway, the Oregon City shopping center and the downtown core. The development of the Clackamas Town Center may draw shoppers from business in the city. The bypass will allow convenient access to this large shopping center, particularly for those living south of the city.

Some businesses along the existing route, particularly highway oriented ones, may suffer a loss of sales. These losses will likely be offset by gains in other business activity.

Road User Costs: Costs to the road user, particularly for through traffic, will be lower compared to the existing route. The shorter length of the bypass and the design will reduce vehicle operation and maintenance costs.

Mitigative Measures: One of the major problems of business displacement is the frequent difficulty of finding replacement facilities. In this case however, many areas in the project area and the region are available for commercial and industrial use.

In accordance with right-of-way acquisition procedures, business properties will be purchased at fair market value. Businesses will also be entitled to reimbursement for reasonable moving expenses, and searching for replacement property or receiving an amount equal to the annual net earnings up to $10,000 in lieu of other relocation benefits.

Coordination with affected utility and service agencies will be conducted prior to construction to allow appropriate adjustments and to ensure continuation of service.

Owners of any landlocked properties will be compensated either by payment of damages or outright purchase of "uneconomic" remainders.

CULTURAL RESOURCES

Existing Setting

General Background, Historic Resources: Oregon City is unique in possessing not only individually valuable historic sites, buildings and areas, but also is significant in its entirety. The evolution of Oregon from wilderness to a state is exemplified by the city, as both Provisional and Territorial governments were formed here. It became the first incorporated city west of the Rockies. Oregon City's significance, however, is based not only on its governmental role, but also on its importance as the end of the Oregon Trail and its list of "firsts" in the West.

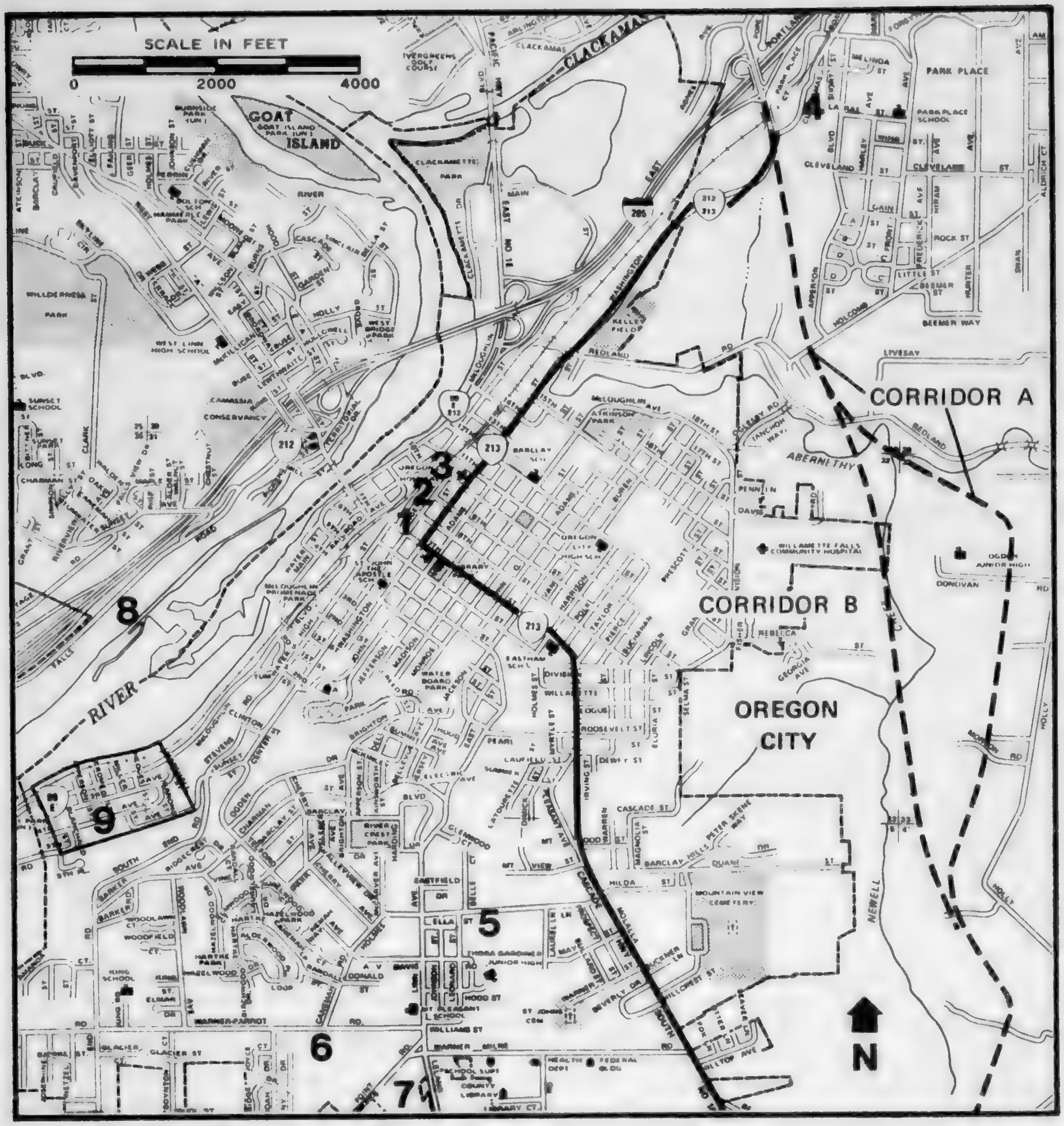
Oregon City has numerous homes, commercial buildings and markers commemorating historic events, pioneers, examples of period architecture and the locks around Willamette Falls, which opened in 1873. Several structures date from the 1840's and 50's, and many more from the late 1800's. Represented is an impressive variety of architectural styles, design and decoration. Efforts are being made at the federal, state, and local levels to identify and preserve these features for future research, education, and appreciation.

Among the properties are one historic district and eight structures listed in the National Register of Historic Places. None of these, however, are adjacent to the bypass. In addition, there are no "Century Farms" located adjacent to the project. See Figure 18.

Properties listed, proposed or eligible for the National Register adjacent to the Bypass: None.

Properties listed on the Statewide Inventory or otherwise historically significant adjacent to the Bypass: None.

FIGURE 18


SCALE IN FEET
0
2000
4000
GOAT ISLAND
CLACKAMAS
PARK PLACE
CORRIDOR A
CORRIDOR B
OREGON CITY
RIVER
1
2
3
4
5
6
7
8
9
N

Properties Listed in the National Register of Historic Places

1. McLoughlin House National Historic Site
713 Center Street

2. Dr. Forbes Barclay House
719 Center Street

3. Francis Ermatinger House
1018 Center Street

4. Hiram A. Straight House
16000 S. Depot Lane, Park Place

5. Rose Farm, William L. Holmes House
534-536 Holmes Lane

6. Morton Mathew McCarver House
554 Warner-Parrot Road

7. Captain John C. Ainsworth House
19195 S. Leland Road (South of City Limits)

8. Willamette Falls Locks
West bank of Willamette River at West Linn

9. Canemah Historic District
Bounded by the River, 5th Avenue, Marshall and Paquet Streets

Properties of Local Cultural Interest adjacent to the Bypass*: There are 8 residences, 2 barns, 3 Donation Land Claim Markers, the Barlow Road Crossing and the Pioneer Cemetery in the vicinity that are of local interest.

General Background - Archaeological Resources: Because of its location near the confluence of the Clackamas and Willamette Rivers, the project area was an appropriate area for habitation by Chinookan Indian peoples. The years of historic events, Indian habitation and probably ancestral habitation by other aboriginal groups indicate that this area has a high potential for discovery of archeological sites.

Environmental Impacts

Historic Resources: No impact will occur to properties listed, nominated or eligible for the National Register. Also, no properties of cultural interest will be affected.

If a marker at the Barlow Road is installed, construction of the bypass may require relocation of it.

The grounds adjacent to Pioneer Cemetery may be affected. Improvement of the cemetery property may require additional surrounding land; the proximity of the bypass may restrict land available for this purpose. Until final plans for the cemetery improvement and the bypass are complete, it is impossible to determine what, if any, impact will occur.

Archeological Resources: An archeological reconnaissance survey of the project corridor was performed by the staff of the Oregon Museum of Anthropology in February 1980. One archeological site was found in the northern section of the project corridor. Test excavations of the site were completed in the Spring of 1980.

Mitigative Measures and Coordination

If Donation Land Claim marker(s) are affected, mitigation will include referencing the point(s) by placement of permanent markers.

If project construction removes a marker at the Barlow Road Crossing, the Clackamas County Historical Society will be consulted in regard to placement. If the Pioneer Cemetery is affected, authorities will also be contacted to determine boundaries and proposed additions to the property.

---

*These buildings and structures contribute to the architectural variety and period quality of the area, but do not possess historic significance entitling them to protection under Section 4(f), Department of Transportation Act of 1966 or Section 106, National Historic Preservation Act of 1966. This judgement has the concurrence of the Oregon State Historic Preservation Office.

The archeological test excavation of the archeological site (designated 35CL15) was conducted by the Oregon State Museum of Anthropology. All mapping and salvaged material are recorded and preserved by the Museum, the official state repository designated by the Smithsonian Institute. Information obtained has been analyzed for significance and contribution to the cultural knowledge of the State.

All site evaluation has been completed and has been coordinated with the State Historic Preservation Office (SHPO). Evaluation of site 35CL15 indicates that it is shallow and has a low density of material. It is not eligible for the National Register. (See attached letter from SHPO.)

The State Historic Preservation Office was contacted for information and a determination regarding properties listed, nominated, or eligible for the National Register of Historic Places. See the enclosed letter. Interviews were conducted with the Clackamas County Historical Society and individuals and groups interested in cultural resources. Field investigation was also conducted. Any salvage or mitigation will be coordinated with and approved by the SHPO prior to construction. All procedures comply with the National Historic Preservation Act and Executive Order 11593.

ESTHETICS

Existing Setting

Esthetics are the qualities of the environment which form a perception that is beautiful, attractive or pleasant, and are therefore important factors of a liveable environment. Esthetic effects of a highway are important to both those who view the highway and to highway users viewing the surrounding environment. Analysis of the esthetic nature helps determine acceptable changes in the general visual character and the types of mitigative measures which best blend with the landscape. Alterations which greatly affect the dominant natural features of the landscape would adversely impact the esthetic character.

Clackamas County, Oregon City, and Gladstone recognize the need for retention and protection of esthetic qualities, because the area offers a variety of scenic attractions.

Open space, forested areas and stream valleys provide a rural, pastoral atmosphere and a natural character along the project corridor. Because of the location of the proposed route, many long distance views will be blocked, although views of Mt. Hood along the south part of the route will be a positive experience. Views along the north part will be heavy industry and the sanitary landfill.

Environmental Impacts

Impacts evaluated include the view of the highway (including the compatibility of the project with the existing visual setting and specific amenities); the view from the route (curves and structures, harmony of the road with the topography and landscaping) and the exposure of adjacent land uses which may be either attractive or unpleasant.

The project will adversely affect esthetic qualities by disturbing areas that are now predominantly rural or natural. The impact will be most severe in the Newell Creek canyon area because of its undeveloped nature. While the view from the road will be a pleasant visual experience in the canyon, the bypass will diminish the surrounding esthetic quality. The positive aspects of open space and forested areas will be disrupted, particularly in the canyon.

In addition, homes along the bypass corridor will be impacted by exposing them to a major highway.

Mitigative Measures

Care will be taken to preserve vegetation. Immediate revegetation of those disturbed areas will lessen the long-term esthetic impact, although construction needs may limit this possibility. Planting of shrubs or trees will further mitigate effects on affected homes by creating a buffer. This will probably be the responsibility of the homeowner, however, as payments for yard re-landscaping are not made. Preservation of vegetation adjacent to Newell Creek has been requested by the Citizens Advisory Committee; the buffer zone along the creek will certainly achieve this objective.

CONFORMANCE WITH GOALS AND PLANS

This section briefly summarizes possible conflicts between the project and state and local policies. It is necessary to remember that comprehensive planning is an on-going process; changes to the adopted plans are part of the process. Further, the process assumes that all goals cannot be completely met on all properties at all time; "trade-offs" between conflicting goals are unavoidable, necessary and anticipated as part of the process. Single purpose planning, however, such as highway location, should support and complement comprehensive plans and policies in order to ensure optimal use of resources during development actions.

STATEWIDE PLANNING GOALS

State statute requires state agencies to "carry out their planning duties, powers and responsibilities and take actions that are authorized by law with respect to programs affecting land use in accordance with state-wide planning goals ....." (O.R.S. 197.180). This and other requirements call for coordinated planning by all levels of government and the public to ensure project compatibility with local comprehensive plans.

If a highway project is part of the affected area's comprehensive plan that has been acknowledged to be in compliance with the Statewide goals by the Land Conservation and Development Commission, the project is in conformance with the goals. If the local jurisdiction's plan has not been acknowledged or if no plan is in effect, ODOT has the responsibility of evaluating the proposed project for its conformance with the goals. The review "will identify any goal conflicts and any corridor, location and design alternatives considered for minimizing these conflicts" (ODOT Comprehensive Planning Coordination Program).

Goal 1--Citizen Involvement: The project is consistent with the intent of the citizen involvement goal. A citizens advisory committee involving interested individuals in the area was appointed. Additionally, numerous other techniques for obtaining citizen involvement were used to ensure citizen participation in project development.

Goal 2--Land Use Planning: The project is consistent with the intent of this goal because it was developed under requirements of the ODOT planning coordination program and because it conforms to local plans.

Goal 3--Agricultural Lands Preservation: The project will require use of Class I-IV soils. If the final urban growth boundary (UGB) is drawn to include the bypass, the project will be consistent with this goal. However, if the UGB excludes the alignment, use of such soils for non-agricultural use like the bypass would be inconsistent with this goal.

Goal 4--Forest Land Conservation: The project will conflict with the goal because it involves purchase of forest land and removal of such land from forest uses.

Goal 5--Open Space, Scenic and Historic Areas and Natural Resources Conservation and Protection

Open Space: The bypass will be potentially in conflict with this subgoal because of the need to purchase and convert some open space lands to highway use.

Mineral and Aggregate Resources: Not applicable. No known sites of rock mineral resources are in the project area. No conflicts will occur.

Fish and Wildlife Areas and Habitat: The project will conflict with this goal, because of its effects on fishery resources and due to the significant amounts of wildlife habitat converted to highway use.

Energy Sources: Not Applicable: No known energy sources are in the project area.

Ecologically and Scientifically Significant Natural Areas: The bypass will conflict with this subgoal, because portions of Newell Creek Canyon will be impacted.

Outstanding Scenic Views and Sites: The project will be in conflict with this subgoal because of the disruption of the natural landscape.

Water Areas - Wetlands, Watersheds and Groundwater Resources: The bypass will be in potential conflict, because of its effects on wetlands and water basin hydrology. Mitigation measures incorporated into the project will largely eliminate the adverse effects.

Wilderness Areas: Not Applicable: No wilderness areas are present.

Historic Areas, Sites, Structures and Objects: Consistent, as no such sites will be adversely impacted. This includes archeological sites.

Cultural Areas: Not Applicable; no such areas are evident.

Recreation Trails: Not Applicable; no trails are located or proposed in the corridor.

Wild and Scenic Waterways: Not Applicable; none are present.

Goal 6--Air, Water and Land Resources Quality Maintenance and Improvement

Air Quality: The project will be inconsistent with the goal until 1987, but then will be consistent because pollutant levels will not be over standards.

Noise: This project is consistent with this subgoal. Total mitigation is not economically and socially feasible.

Water Quality: The bypass will temporarily be inconsistent with this subgoal, due to construction effects on water quality.

Land Quality: Not Applicable.

Goal 7--To Protect Life and Property from Areas Subject to Natural Disasters and Hazards:

Stream Flooding: Consistent, as the flood levels will be raised imperceptibly.

Ocean Flooding: Not Applicable.

Groundwater: Not Applicable.

Erosion and Deposition: The project may be in conflict, because part of the Newell Creek Canyon is highly susceptible to these effects. Mitigation and proper design, however, will minimize the hazards.

Landslides: The Newell Creek canyon section will conflict with this subgoal, because of the presence of landslide-prone, unstable slopes. The rest of the bypass is consistent.

Earthquakes: Not Applicable.

Weak Foundation Soils: The project may be in conflict, because flood plain soils along Abernethy Creek are compressible.

Goal 8--Recreational Needs: The project route will potentially be in conflict, because of the use of Newell Creek canyon, a suitable resource for dispersed recreation use.

Goal 9--Improve the Economy of the State: The bypass will generally be consistent with the goal, although business displacements and loss of traffic along the existing route will occur. Beneficial economic effects will outweigh any adverse ones.

Goal 10--Provide For Housing Needs: The bypass will be in potential conflict, due to the purchase of homes and relocation of residents. The number is a small percentage of the housing units; preliminary study indicates that there is adequate replacement housing in the area that would mitigate this effect.

Goal 11--Public Facilities and Services: The project route will be in potential conflict, due to proposed acquisition of property from Clackamas Community College. The significance, however, is minor.

Goal 12--Transportation: The project will be consistent with the goal because: the bypass will be open to bicycles and Tri-Met buses; adverse effects will be minimized; energy user costs will be minimized and; the bypass will conform to local plans.

Goal 13--Energy Conservation: The route will be consistent with the goal.

Goal 14--Urbanization: It is unknown whether the project will be consistent with this goal, due to the uncertainty of the location of the urban growth boundary. If the UGB is drawn to include the bypass, it will be consistent; if the bypass is constructed outside the UGB, it will potentially be in conflict.

Goal 15--Willamette Greenway: Not Applicable.

Goal 16--Estuarine Resources: Not Applicable.

Goal 17--Coastal Shorelands: Not Applicable.

Goal 18--Beaches and Dunes: Not Applicable.

Goal 19--Ocean Resources: Not Applicable.

LOCAL PLANS AND POLICIES

The project is supported by regional and local governments and it is part of all plans adopted by such governmental units. However, the project may be in conflict with the regional directive to limit growth along the bypass and the urbanized land policy (only if the UGB is drawn to exclude the bypass). The route could also be in conflict with the regional goal to preserve natural, open space and scenic resources. Additionally, the route will conflict with the county policy to preserve such lands and could conflict with the county policy to protect forest land. Similarly, the bypass could conflict the Oregon City policies to conserve and enhance natural resources that reinforce environmental quality. Finally, the project could be a factor, together with re-opening of the High Rocks Bridge, in encouraging development in areas not designated by the draft Gladstone plan. If so, it could conflict with local policy.

The project is compatible with the Oregon City comprehensive plan, which assumes construction of the bypass. No specific location is suggested in the plan; therefore, any build alternative, including the selected alternative, conforms to the plan.

OREGON'S STATE CLEAN AIR ACT IMPLEMENTATION PLAN

The State Implementation Plan (SIP) is being revised. The project has been determined to be consistent with the SIP for all the pollutants with standards, including Total Suspended Particulates, Carbon Monoxide and Ozone by the Department of Environmental Quality through issuance of an Indirect Source Construction Permit.

UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

This section briefly lists the adverse effects which cannot be avoided.

Traffic: Increased traffic on some "feeder" roads; "induced" traffic generated solely because of the bypass.

Energy: Use of energy for construction.

Geology: Clearing, grubbing, and loss of vegetation; some erosion and sedimentation; terrain permanently changed; use of soils and construction materials.

Water Resources and Aquatic Biology: Contribute to the alteration of drainage patterns; groundwater and surfacewater ratios changed; runoff will carry roadway pollutants; temporary exposure of land to erosion during construction; floodplain encroachment; creek crossings; some fish habitat destroyed or altered; loss of riparian vegetation and organic supply; increased turbidity and decreased dissolved oxygen in streams during construction; filling of a pond; channel changes and loss of stream length.

Wetlands: Destruction of 2.4 acres of existing wetlands.

Biology: Loss of energy assimilation by vegetation; increased animal/vehicle accident hazards; long term habitat loss of approximately 83 acres.

Climate and Air Quality: Total Suspended Particulate level increase; construction vehicle emissions during construction.

Sound Environment: Construction noise; perceptible traffic noise level increases along several road sections and in areas not now affected; several houses will be affected by increased noise levels.

Land Use and Comprehensive Planning: Conversion of 164 acres from existing uses to highway land use; increased impetus for urban/suburban development at and near intersections.

Sociology: Acquisition of property and displacement of 21 housing units and their residents; purchase of land from several institutions; short term construction impacts to neighborhoods; decrease in safety near the new road. Loss of much of a natural area - Newell Creek Canyon.

Economics: Acquisition of property; displacement of two businesses; landlock several parcels; temporary disruption of utilities.

Cultural: Removal of two donation land claim markers, which will be referenced; may prevent expansion of Pioneer Cemetery historic area.

Esthetics: Disturbance of natural areas and views; adverse esthetic effects to nearby residences.

SHORT-TERM USE AND LONG-TERM ENVIRONMENTAL PRODUCTIVITY

This section briefly describes the "trade offs" between short-term gains and long-term losses or gains. It also describes the extent by which the project will foreclose future options.

In the short-term, building the Oregon City Bypass will provide substantial traffic relief along the existing route through town, thereby improving safety, access and convenience. Additionally, this will aid Oregon City in its efforts to revitalize the downtown. Further, economic benefits of using the construction funds will multiply throughout the community. During construction, air pollutants, especially particulates, will be increased. Immediately after opening the highway, all air quality standards except ozone will be met. Similarly, there will be construction noise along the route, but reductions will occur along some road segments after opening. Construction of the bypass has also resulted in discovery and preservation of archeological materials, thereby increasing knowledge of the prehistory of the area.

However, construction of the bypass will also involve short-term adverse effects, such as: use of energy for construction; increasing erosion, sedimentation and turbidity of streams during and after construction; reduced biological, wetland and water-related resource productivity; acquisition of right-of-way and displacement of residents and businesses for highway use; introduction of construction equipment and a highway facility into a natural/open space/rural area; and relocation of utility lines.

Long-term advantages of the project include: general improvement in traffic service, access and safety; lower road user energy consumption; meeting all air pollution standards; decrease in noise levels along several road segments; ability to meet land use, economic development and historic preservation plans; provision of a bikeway; improved neighborhood liveability; lower road user costs; and increase in wetland areas.

Several long-term adverse effects of the bypass will be: permanent alteration of the terrain; use of materials, soil and rock; essentially permanent conversion of land to highway use; continuing landslide hazards: reduced biological, wetland and water-related resource productivity; introduction of traffic noise and a highway into a natural/open space/rural area; and increased land development pressure near the highway. The wetland and water-related resource productivity will be largely mitigated, but the biological productivity loss associated with the land area converted to highway use will be difficult to minimize.

IRREVERSIBLE AND IRRETRIEVABLE RESOURCE COMMITMENTS

This section lists the resources that would be permanently committed to highway use as a result of completing the bypass:

1. Some traffic increases will occur as a result of the construction of the highway, primarily from the more intense land development in the area. This will involve an essentially irretrievable commitment of land resources to highway and suburban or urban land uses.

2. Funds, energy, labor, and materials used for construction.

3. Filling of stream channels and floodplain; loss of stream bottom in areas of culvert and bridge placement.

4. Filling of some wetland areas.

5. Loss of biological energy assimilation; increase in road kill hazards.

6. Commitment of land from natural/rural uses to highway use, including the introduction of noise and air pollutants into an open space area. Most of the land is private, although some is institutional. Involved with the commitment of land will be displacement of residents and businesses within the right-of-way.

PROJECT ALTERNATIVES

A number of alternatives to the selected project were also evaluated on the bases of engineering feasibility, cost, transportation service and social and natural environmental impact.

Descriptions of the alternatives, their environmental effects and the reasons for their rejection are briefly discussed in this section. See Figure 4.

The existing setting for the factors discussed under each alternative is generally the same as that for the selected alternative. Therefore, it will not be repeated unless a difference is evident.

NO-BUILD ALTERNATIVE

Description: In addition to the alternatives that involve construction of the bypass, the option of not building the highway was analyzed. The No-Build alternative would have left existing ORE-213 through Oregon City as the primary travel route between Park Place and Clackamas Community College. Normal maintenance to the existing route, including repaving, repairing of damaged pavement and similar minor work would have been the main types of improvement with this option. No mitigation of the adverse effects of the No-Build would have been provided.

Environmental Character, Impacts and Mitigation

Traffic:

Environmental Impacts: Since the No-Build would not have added to traffic capacity in any way, the amount of traffic demand from assumed population and employment growth could not have been met due to capacity limitations. For example, the 1997 trip demand of 34,600 AWD on Seventh Street would have exceeded capacity by about 10,000 AWD. The traffic analysis accounted for these limitations in predicting No-Build traffic volumes.

Because of the capacity limitations, future increases in traffic on the Cascade Highway would have been limited to about 15-30% of 1977 volumes. Increases on other roads, such as Abernethy, Holly, Beaver Creek and Maple, would have been somewhat greater.

Traffic service with the No-Build would have been extremely poor on ORE-213, particularly along Seventh and Washington Streets and at major intersections. This would have resulted in stop-and-go conditions, longer peak periods and high traffic volumes throughout most of the day. These conditions also would have resulted in increased traffic accidents along the route. Further, other city streets would have experienced increased traffic as drivers would have sought alternate routes through the area.

Energy:

Environmental Impacts: With the No-Build, annual road user energy costs would have been about 20-27% higher than the selected alternative or, 516-528 billion BTU's. In contrast, however, the No-Build would have not involved any immediate construction energy use, as compared to the 131 billion BTU's for construction of the bypass.

Geology:

Environmental Impacts: None.

Water Resources and Aquatic Biology:

Environmental Impacts: There would have been no impacts on aquatic resources as a result of this option. Other development trends would have continued, including the filling of Rossman Sanitary Landfill and the resultant floodplain alteration. Newell Creek Canyon would have remained secluded, unless the sewer line and access road would be constructed through it. Even if this would occur, the creek and canyon could have remained essentially natural.

Wetlands:

Environmental Impacts: Most of Wetland E would have probably been gradually filled by sanitary landfill operations if the project were not built. Wetlands D, F and part of E would likely have remained, but may have been partially relocated as part of the landfill operation. Wetlands A and C would have remained little changed, but Wetland B may have disappeared because its water level is related to that in the landfill.

Wetlands G, H and I would have also been altered very little unless Redland Road would be widened. Wetland J should also have remained as it exists because it is unsuitable for construction.

The Newell Creek basin is under increasing pressure for development; with such activity, runoff would increase and cause erosion, altering Wetland K. Development would also cause the channels to dry sooner after rains than currently. Impacts to ponds L and M by selection of the No-Build would have depended upon the owners' plans; therefore, impacts are indeterminable.

Biology:

Existing Setting: Wildlife habitat is dominated by urban development, with little open space or natural habitat.

Environmental Impacts: The No-Build would not have affected any additional wildlife habitat, animal species, biological energy production or increased roadkill hazards. Similarly, no threatened or endangered species would have been impacted.

Climate and Air Quality:

Existing Setting: Same as the selected alternative, except that in contrast to the selected alternative, the No-Build/existing route is located in an area with CO levels above the standard (between Redland and Beaver Creek Roads).

Environmental Impacts: General impacts are the same as the selected alternative except that Carbon Monoxide emissions would have continued to violate the standard until 1985; the particulates and lead levels may have occasionally been over standards. There would have been no construction impacts.

Sound Environment:

Environmental Impacts: As shown on Table 13, the only perceptible changes in noise levels with the No-Build alternative by 1997, would have been a 3 dBA increase along Holly Lane and at the High Rocks bridge.

Traffic noise would have immediately affected 116 residences, 11 apartments, 1 school, 2 churches, 2 funeral homes, 2 parks, 7 businesses and the city hall. By 1997, this would have increased to 118 houses.

Land Use and Comprehensive Planning:

Existing Setting: The majority of the land along the existing route is used by a mix of commercial and residential development, with the only industrial use along the north end of Washington Street. There are also several public and semi-public uses.

Zoning along the existing route, from north to south, is generally light and heavy industrial, commercial, single-and multi-family residential and light industrial.

Environmental Impacts: The No-Build would not have involved direct land use conversion. Current land use trends would have continued. The rate of development on rural lands south of Oregon City would have been slower as compared to the selected alternative. Strip development along the existing highway and pressure for industrial development north of Oregon City would have been expected to continue.

Sociology:

Existing Setting: Generally, the existing setting is the same as the selected alternative, except for public facilities and services. The facilities and services along the existing route are: Eastham Grade School, the City Public Library; three churches; two public parks (Kelley Field and Library Park); the main fire station, city hall and a substation for fire equipment.

Tri-Met operates one bus route using the portion of the existing highway and three park-and ride-lots are located adjacent to it. No bikeways, however, are located or planned along the existing roadway. From 1973 to mid-1978, 24 accidents (1 fatal) involving pedestrians have occurred on the existing highway, half in the commercial area on Washington and Seventh Streets.

Environmental Impacts:

Right-of-Way: No right-of-way would have been required.

Proximity: The No-Build would have contributed to increasing traffic congestion on the existing route. Some of the facilities and services along the route are particularly sensitive to traffic-related effects, including the parks, churches, retirement homes, health care facilities and schools.

Pedestrian safety, already a major concern, would have become more hazardous. Increased congestion tends to inhibit use of adjacent institutions. Local access from driveways, parking lots and side streets would have also been more difficult.

With increasing traffic on the existing route, drivers would have sought alternative routes through residential neighborhoods. Significant traffic increases are apparently occurring now on 5th and 9th Streets, Linn Avenue and South End and Warner-Milne Roads. Further, Maple and Holly Lanes may already be serving as a bypass. The increasing traffic on the existing route and through residential neighborhoods would have in turn decreased safety, increased noise and lowered the vitality and livability of the affected neighborhoods. This is particularly true with several distinctive neighborhoods: McLaughlin, 2nd Level, Ely and Hilltop.

The existing highway crosses the attendance areas of Gardner Junior High and Gaffney Lane and Eastham Elementary Schools. More traffic congestion could have caused readjustment of these attendance areas or use of more stringent school crossing procedures.

Accessibility: The increasing traffic congestion, especially during peak hours, would have made accessibility even more inconvenient and unsafe. Also, the No-Build would have further delayed regional and local traffic, including emergency vehicles. Because of the increasing congestion, the city would have been required to duplicate some emergency services in the southern fringe. Presently, emergency vehicles have difficulty traveling through the area; this problem would have magnified in the future with the No-Build.

Transit use may have actually benefited from the inconvenience of auto travel inherent with the No-Build, as auto users may have switched to transit. The difference, however, even if it would have occurred, would have been small.

Impact on population growth of the No-Build, especially in the south fringe of Oregon City, is difficult to determine. The projections used assume that the bypass would be constructed. The present highway has not stopped population growth, and in the short-term, may not influence it. In the long run, however, selection of the No-Build could have slowed down the rate of growth, because growth would occur in other parts of the metropolitan area with better access.

There is, however, a misconception in the concept of the No-Build alternative, which assumes that nothing would have happened to relieve traffic problems. Other traffic management steps could have been initiated, such as one-way streets, removal of all parking, increased transit initiatives and staggered work hours. Accordingly, it is difficult to envision a true No-Build alternative and its effects on residential choice and population growth. In fact, it is possible that such measures will be pursued after the initial decreases in traffic due to the bypass are offset by growth in traffic.

One way of estimating population effects of the No-Build is to use correlations between vehicle trips and levels of population and employment. Using this method, the No-Build would have enabled 86,000 trips per day through the corridor, as compared to 102,000 for the selected alternative. Assuming that population in the project area would vary accordingly, it could be tentatively stated that forecast population would have been 15 percent less with the No-Build or 30,000 versus 35,300 with the selected alternative.

Economics:

Existing Setting: Same as the selected alternative, with the exception of the location of economic activity. There are three business centers along the existing route: along Seventh Street between High and Van Buren Streets; at the Seventh/Monroe Streets intersection and Molalla Avenue. The first two have very limited vacant land, with the major redevelopment problems being high traffic volumes and lack of adequate off street parking. The Molalla Avenue commercial area is oriented to highway-related business. The major problem is the lack of off street parking for many of the smaller shops. Two shopping centers, however, have been developed at the intersections of Warner-Milne/Molalla and Beaver Creek/Molalla.

Environmental Impacts: There would have been no right-of-way required, therefore, no residents, businesses, or utilities would have been displaced. The local tax base would not have been affected.

The construction cost and the effect of those expenditures would have been foregone and transferred to other projects in the metropolitan area. The delays in reappropriating the funds to other projects would have reduced their buying power. This alternative would have also increased costs to the road user, due to increased maintenance, travel times and accident costs. The existing route is longer and has slower operating speeds than the bypass.

The heavy traffic volumes and poor accessibility of the No-Build could have contributed to a decrease in sales along the existing highway. The No-Build would potentially be incompatible with local economic development plans as it could have retarded development linked to improved access associated with the bypass.

The No-Build would not have altered regional economic activity, but would have changed localized development patterns. Future population and employment levels assumed in local plans for the project area may not have been attained with the No-Build, due to inability of the road system to manage the traffic.

Cultural Resources:

Properties Listed or Eligible For The National Register: None.

Properties Listed on the Statewide Inventory of Historic Sites and Buildings or Otherwise Historically Significant:

Kelley Field (Abernethy Green), named after Provisional Governor George Abernethy. This was the west end of the Barlow Road section of the Oregon Trail. A marker commemorates the pioneers of that era.

Judge Harvey Cross House, 809 Washington, built in 1889, is considered to be the best example of Italianate architecture in Oregon City.

Mary E. Barlow House, 1206 Washington, built in 1887 in Queen Anne style.

Mountain View Cemetery, 500 Hilda, contains graves of prominent pioneers, including Peter Ogden.

Properties of Local Cultural Interest: There are 29 residences, 4 commercial structures, the Oregon City Public Library and 1 barn along the existing route that are of local cultural interest. Additionally, both Seventh and Washington Streets retain a sense of place and traditional atmosphere which have continuity and visual harmony.

Environmental Impacts: Failure to build a bypass and relying on the existing route would have had an adverse impact to properties on or eligible for the National Register and other historic sites. The No-Build alternative would have affected the function and restoration of historic districts and properties. Current traffic volumes already are disrupting access and restricting parking near historic attractions. Future increases in traffic indicate that these problems would have been intensified along with increases in noise and possibly air pollution.

Secondly, the potential for increased tourism based upon the area's historical significance, would have been hindered if problems associated with traffic along the existing route would not be alleviated.

There would have been no impact to archeological resources.

Mitigation Measures: Selection of the No-Build would not have required mitigative measures. Some possibilities, which could not have been funded nor part of the proposal, would have been to improve parking with access to historic sites, improve signals to facilitate access and provide alternate routes through less sensitive areas.

Esthetics:

Existing Setting: From the Park Place interchange south to Division Street, the existing highway is adjoined by a log mill, sanitary landfill and highway development. Abernethy Creek, historic properties, landscaping and natural vegetation are attractive features in this area. In addition, the elevation changes add different perspectives to the esthetic experience.

From Division Street south, highway development dominates the view. On clear days, Mt. Hood is visible from several locations. There is some open space and natural vegetation, especially near the Clackamas Community College entrance. The landscaping and architecture on campus are further positive elements.

Environmental Impacts: None.

Conformance with Goals and Plans:

Statewide Planning Goals:

Goal 1 - Citizen Involvement: Not applicable.

Goal 2 - Land Use Planning: In conflict with local land use and economic development plans which assume the bypass.

Goal 3 - Agricultural Lands Preservation: Consistent, as no agricultural land would have been acquired.

Goal 4 - Forest Land Conservation: Consistent, as no forest land or uses would have been affected.

Goal 5 - Open Space, Scenic and Historic Areas and Natural Resources Conservation and Protection:

Open Space - Consistent, as no open space land would have been affected.

Mineral and Aggregate Resources - Not applicable.

Fish and Wildlife Areas and Habitat - Consistent, as none would have been affected.

Energy Sources - Not applicable.

Ecologically and Scientifically Significant Natural Areas - Consistent, as the Newell Creek canyon would have been conserved.

Outstanding Scenic Views and Sites - Consistent, as all views would have been preserved.

Water Areas, Wetlands, Watersheds and Groundwater Resources - Consistent, as none would have been affected.

Wilderness Areas - Not applicable.

Historic Areas, Sites, Structures and Objects - this alternative would have been in conflict with the need to protect several historic sites.

Cultural Areas - Not applicable.

Recreation Trails - Not applicable

Wild and Scenic Waterways - Not applicable.

Goal 6 - Air, Water and Land Resources Quality Maintenance and Improvement:

Air Quality - Until 1987, the No-Build would have been in conflict with this subgoal. After that year, it would have been consistent, as pollution levels would not have been over standard.

Noise - This would have been inconsistent with noise level guidelines; therefore, the No-Build would have been in conflict with this subgoal.

Water Quality - Consistent, as no impacts would have occurred.

Land Quality - Not applicable.

Goal 7 - Protection of Life and Property from Areas Subject to Natural Disasters and Hazards:

Stream Flooding - Consistent, as no further hazards would have occurred.

Ocean Flooding - Not applicable.

Groundwater - Not applicable.

Erosion and Deposition - Consistent, as no further erosion and deposition hazard areas would have been affected.

Landslides - Consistent, as no construction would have occurred.

Earthquakes - Not applicable.

Weak Foundation Soils - Not applicable.

Goal 8 - Recreational Needs: Consistent, as no recreation areas would have been affected.

Goal 9 - Improvement of the Economy of the State: The No-Build would have been in conflict with the goal and local economic development plans, because accessibility to economic activity would have been less favorable over time.

Goal 10 - Provision for Housing Needs: Consistent, as no housing or housing plans would have been affected.

Goal 11 - Public Facilities and Services: Consistent, no facilities or services or plans for such would have been affected.

Goal 12 - Transportation: The No-Build would have been inconsistent with this goal, as a safe, convenient and economic transportation system would not have been provided.

Goal 13 - Energy Conservation: This would have involved more energy use than the selected alternative; therefore the No-Build would have been in conflict with this goal.

Goal 14 - Urbanization: Consistent.

Goal 15 - Willamette Greenway: Not applicable.

Goal 16 - Estuarine Resources: Not applicable.

Goal 17 - Coastal Shoreline: Not applicable.

Goal 18 - Beaches and Dunes: Not applicable.

Goal 19 - Ocean Resources: Not applicable.

Local Plans and Policies: The No-Build would have been in conflict with regional goals indicating the need for a safe, convenient, efficient and economic transportation system. It would also have conflicted with Clackamas County and Oregon City policies, but it would not have been inconsistent with Gladstone plans.

The No-Build would have been in conflict with the adopted Oregon City plan, because that plan assumes the construction of the bypass.

Oregon State Clean Air Act Implementation Plan: The No-build would have been consistent for all pollutants, except carbon monoxide and ozone. There may have been occasional violations of the lead and particulate standards as well.

Unavoidable Adverse Environmental Impacts:

Traffic: Increased delays and accidents.

Energy: Increased consumption of energy by road users as compared to the selected alternative.

Geology: None.

Water Resources and Aquatic Biology: None.

Wetlands: None.

Biology: None.

Climate and Air Quality: Failure to meet the carbon monoxide standard until 1985 and the ozone standard until 1987.

Sound Environment: Perceptible (3 dBA) noise level increases along four roadway segments.

Land Use and Comprehensive Planning: None.

Sociology: Increasing traffic on the existing route and neighborhood streets would have been deterimental to institutions, safety, convenience and access.

Economics: Economic benefits of construction funds would have been foregone; would have been a decrease in purchasing power of allocated highway funds, increased road user costs; loss of commercial activity and redevelopment potential downtown; conflict with local development plans.

Cultural Resources: There would have been adverse effects to the function and restoration of historic properties and access to such sites, thereby affecting tourism growth.

Esthetics: None.

Short-Term Use and Long-Term Environmental Productivity:

In general, selection of the No-Build alternative would have left future options open. In the short-term, the No-Build would have likely resulted in continuing existing upward trends in traffic volumes and congestion, accidents, road user energy use, noise levels, land use, and poor access. Additionally, some air quality standards would not have been met until 1985 or 1987.

Short-term benefits of selection of the No-Build would have included: no use of construction energy and materials; no disturbance and continued productivity of geological, biological, wetlands, and water-related natural resources.

Long-term disadvantages of the No-Build would have included:

1. Traffic capacity on the road system would be reached sooner (compared to the Build), with more congestion on other locations for longer periods of time.
2. Energy consumption of road users would be higher than the Build.
3. Land use, economic and historic preservation plans and development would be impeded.

4. Continued poor access and safety conditions.

Long-term advantages of the No-Build would have included: preservation of open space/natural/rural areas; continued biological, wetland and water-related resource productivity; air quality factors better than minimum; and no introduction of noise into open space/ natural/rural areas.

Irreversible and Irretrievable Resource Commitments:

Irreversible commitments would have included: funds used for project development to date; more road user energy consumption and; the historical resources along the existing route would have been committed to continuing poor access and adverse impacts.

CORRIDOR A ALTERNATIVE

Description: This alternative would have been essentially identical in design as the selected alternative, differing only in location between Redland Road and Beaver Creek Road. In this section, the highway would have curved to the southeast, crossing Abernethy Creek with a new bridge, then generally parallel the creek on the southwest bank. The highway would then have curved to the south on the ridgetop, passing under Donovan Road (a bridge on Donovan Road would have been built) between Ogden Junior High School and the LDS Stake Center. In this area, the highway would have been depressed below ground level. The bypass then would have continued southerly to Beaver Creek Road, passing under two major electric transmission lines.

Environmental Character, Impacts and Mitigation:

Traffic:

Environmental Impacts: Same as described for the selected alternatives.

Energy:

Environmental Impacts: Road user energy consumption on the existing highway and the bypass if it would have been built in Corridor A would have been about 420-450 billion BTU's. This is about 13 billion BTU's more than the selected alternative and about 78-96 billion BTU's less than the No-Build.

Construction energy use would have been about 132.4 billion BTU's, about 1.8 billion BTU's higher than the selected alternative.

Geology:

Existing Setting: General setting is the same. Two gullies south of Donovan Road have seepage problems. Eight private wells are located within the right-of-way. Other geologic hazards in the A corridor between Redland and Beaver Creek Roads include:

Abernethy Creek floodplain, likely underlain by compressible material;

large landslide on the south side of the Abernethy Creek crossing;

three gullies, one very wet, one unsuitably wet and one which may have an unstable subsurface.

Environmental Impacts: Material quantities that would have been required are summarized below:

Aggregate in base	62,300 tons
Class B AC Wearing	47,600 tons
Class B AC Base	60,600 tons
Tack Coat	25 tons
Asphalt Cement in Mix	7,000 tons
TOTAL	177,525 tons

There would have been no borrow, waste or surplus material.

Estimated clearing and seeding requirements are summarized as follows:

Clearing and Grubbing	125.1 acres
Seeding and Mulching	86 acres

Mitigative Measures: General measures would have been the same as described for the selected alternative. Table 20 summarizes geologic hazards and mitigative measures. The Abernethy Creek floodplain, inactive slide and gullies would have been mitigated similarly to those described for the selected alternative.

Water Resources and Aquatic Biology:

Environmental Impacts: Impacts would have been the same except between Redland and Beaver Creek Roads. Between Redland and Beaver Creek Roads, there would have been two channel changes, one on Abernethy Creek at R.M. 1.7 and one at the mouth of Newell Creek. The Abernethy Creek change would have cut off about 800 feet of stream, about 400 feet of which would have been filled. The new channel would have been about 600 feet long, for a net stream length loss of 200 feet. The Newell Creek channel change would have affected about 600 feet of stream, about 400 feet of which would be filled. About 200-300 feet of stream length loss would have resulted.

TABLE 20

GEOLOGIC HAZARDS AND MITIGATIONS, CORRIDOR A ALTERNATIVE

149+00-153+75	Abernethy Creek flood plain likely underlain by compressible material.	Subsurface investigation to determine competency and prepare designs for fill and bridge foundations.
153+00-157+50	Alignment crosses toe area of large slide apparently inactive at this time.	Subsurface investigation to determine instability of slope and corrective measures; such as perforated drain pipes, rock ballast or rock inlay, and cutting into the slide as little as possible.
192+00-196+00	Gully very wet from seepage.	Subsurface investigation to determine how best to stabilize subgrade; probably by drainage, soil treatment, and excavation in backfill.
224+50-227+50	Gully unsuitably wet from seepage.	Same mitigation as immediately above.
253+00-255+00	Suspect unstable subsurface in gully.	Subsurface investigation to determine if and what corrective measures are necessary.

Channel changes would have resulted in loss of moderate quality salmonid habitat where channels would have been filled and where streamside vegetation would have been cleared. Loss of streamside vegetation means loss of organic supply, loss of food and alteration of water quality factors such as temperature and oxygen. Because of these changes, overall productivity of the entire stream would have been lowered. The lowered productivity would have been of moderate intensity and long-term.

Physical alteration of the streams would have occurred, including: increased water velocities, stream gradients, and sedimentation/erosion patterns. Further, roadway fill would have moderately decreased flood storage and altered floodplain boundaries in this segment on Abernethy Creek. These changes would have been short- to medium-term.

Short-term construction effects would have included increased turbidity and lowered oxygen levels at and downstream of channel change sites, and destruction of organisms during construction.

Construction of the bridge over Abernethy Creek would have resulted in minor impacts such as: small permanent loss of stream bank and streamside vegetation; short- to medium-term erosion and sedimentation; temporary water quality degradation during construction, primarily by increased turbidity, and minor long-term increased road runoff.

Six culvert crossings, 5 on Newell Creek tributaries and 1 on Abernethy, would have had the following effects: permanent loss of aquatic habitat where culverts would have been placed and loss of streamside vegetation and organic debris. Short-term construction impacts would have included downstream turbidity, lowered oxygen and stream channel disturbance. Erosion from cleared areas and backfill would have been of medium-term. The impact of culvert placement on Abernethy Creek would have been of moderate intensity.

The culvert placement on the Newell Creek tributaries would have been away from their confluences with the main creek, but the extreme steepness of the canyon would have accentuated downstream effects. Fish passage would not have been required at these culverts because fish do not travel that far upstream. Further downstream, however, these tributaries are important to fish as refuge areas, especially for juveniles during periods of floods, high turbidity and high turbulence in larger streams.

About half of the area that would have been cleared is presently forested. Impacts associated with this would have included: alteration of groundwater/surface water ratio, increased erosion and increased pollutants from road runoff. The new pavement (covering about 1.3% of the watershed) would have caused water to run into ditches and Newell Creek as opposed to percolating into the ground. This would have slightly increased total runoff, changed the nature of high water and made peak floods sharper, shorter and higher. Further, because this corridor crosses a recharge area, groundwater supplies would have been slightly reduced and low flows in the creeks would have been lowered.

Floodplain loss would have been about 7.1 acres, with similar floodplain impacts as discussed previously.

Sedimentation would also have increased as a result of construction, on a medium- to long-term basis. Because of the higher flows, the sediment yield would have been higher. The distance Corridor A is from the streams would have reduced sediment amount, but the surface runoff increase would have still caused channel adjustment and contain various roadway pollutants.

Mitigative Measures: Same as described for the selected alternative.

Wetlands:

Environmental Impacts:

Park Place-Redland: About 2.2 acres of limited value wetland would have been eliminated, primarily in area E. This is 20% of wetland E and 10% of D, but only 8% of the total wetlands in this section. No high value wetlands would have been affected. Further, even though wetlands B and C would have been included in the right-of-way, no direct impacts would have occurred.

Redland-Beaver Creek: Wetlands taking would have been about 1/2 acre: 0.2 acre from the 3.8 acre area G along Abernethy Creek; 0.3 acre from the 4.5 acre Newell Creek wetland (K) and 0.02 acre from the 0.05 acre area I. These are moderate, moderate/high and low value wetlands respectively. This route would have directly affected about 5% of area G, 7% of K and 40% of I. These direct impacts would have included: filling and relocating a 400 foot section of Newell Creek, with a net loss of 200 feet of stream wetland; filling and relocating a 420 foot section of Abernethy Creek, with a net loss of 200 feet of stream wetland; and six tributary stream wetlands of Newell and Abernethy Creeks would have been partially filled and their flows placed through culverts.

Abernethy Creek (G) would not have been directly affected at the bridge site, but would have experienced disturbance during construction. There would also have been indirect impacts, such as sedimentation, to Newell Creek.

Beaver Creek-Molalla: About 0.6 acre of wetland would have been affected; 0.2 acre from the moderate value Newell Creek (K) and 0.4 acre from the low-moderate value ponds (L) at Beaver Creek Road. About 44% of the ponds and 40% of K in this section would have been directly impacted. The loss of the ponds would have also affected flows in Newell Creek, but the direct impact to the creek wetlands would have been the two channel shifts.

Mitigation Measures: The same type of mitigation as proposed for the selected alternative would have been implemented.

Biology:

Existing Setting: Same as that described for the selected alternative north of Redland Road and south of Beaver Creek Road. Between those roads, upland and stream associated forest and cultivated grassland are the dominant habitats, with 48% and 33% respectively. This corridor contains the most variety of habitat and therefore the greatest variety of animal life. Sixty-four percent of the species evaluated are present in this corridor, with 37 requiring very specific habitat conditions.

Environmental Impacts: Table 21 shows the amount of habitat type that would have been in the Corridor A construction zone, the amount of direct habitat loss, the amount of habitat converted to another type and the duration of the impact. The route would have affected about 85 acres of habitat. The habitat stability would have been less than the No-Build, but better than the selected route. This route would have resulted in the loss of about 39 acres of biological energy productivity. Further, this corridor would have increased the probability of deer/vehicle collisions, (much more than the No-Build and slightly less than the selected route).

The project would not have resulted in effects contrary to the Endangered Species Act.

Table 22 provides a brief summary of the wildlife impacts that would have occurred if this corridor would have been selected. In all cases except number of species requiring specific habitat, this alternative would have resulted in 75-93% of the maximum impact as represented by the selected alternative.

Mitigation Measures: Same as described for the selected alternative.

Climate and Air Quality:

Environmental Impacts: Same as the selected alternative.

Sound Environment:

Environmental Impacts: Table 24 shows the number of types of land uses that would have been affected by this Corridor and Table 25 indicates the number of receptors only along the bypass that would have been affected. About 5-6 more residences, one more school and one more church would have been affected. Other impacts would have been the same.

Mitigation Measures: The same measures discussed for the selected alternative would have been implemented. However, five additional sound barriers were investigated; all were feasible to build. However, because the Corridor A route was not selected for construction, it is not known whether they would have been practical.

TABLE 21

WILDLIFE HABITAT, EXISTING AND POST-CONSTRUCTION, CORRIDOR A

Habitat Types	Existing Habitat	Park Place-Redland		Redland-Beaver Creek		Beaver Creek-Molalla	
		Paved	Not Paved	Paved	Not Paved	Paved	Not Paved
Woodland	46.5	0.7	1.4	11.0	24.4	2.8	6.2
Brush	15.1	1.2	2.8	3.3	7.3	0.2	0.3
Grassland (Tended)	45.4	1.7	(3.7)	7.6	(16.6)	4.9	(10.9)
Grassland (Wild)	8.7	1.8	4.1	0.4	1.0	0.4	1.0
Barren	9.3	(1.5)	[3.2]	(0.7)	[1.4]	(0.8)	[1.7]
Totals	125.00	6.9	15.2	23.0	50.7	9.1	20.1
Net Direct Habitat Loss	N/A	5.5		22.3		8.3	
Net habitat Conversion			8.3		32.7		7.5
Total Habitat Affected					84.6		
Long-Term Impacts (over 20 years)		6.8		46.7		14.5	
Medium-Term Impacts (2-20 years)		2.8		7.3		0.3	
Short-Term Impacts (0-2 years)		4.1		1.0		1.0	
No Change		5.2		17.3		11.7	
Long-Term Gains		[3.2]		[1.4]		[1.7]	
Total Area Affected		22.1		73.7		29.2	

Net Losses - Long-Term = 61.7 acres

( ) - No Change

[ ] - Positive Change

(All values are negative to wildlife except those marked with [ ])

TABLE 22

IMPACT SUMMARY AND RELATIVE SEVERITY
WILDLIFE RESOURCES
CORRIDOR A

Impact		Impact Long-Term	Impact Irreversible
Total Habitat Loss and Conversion (Acres)	85		
Long-Term Habitat Loss and Conversion (Acres)	62		
Percent of Maximum Impact	75%	X	
Habitat Stability Decrease (Index Values)	-281		
Percent of Maximum Impact	84%	X	
No. of Affected			
Faunal Species: Segment 1	3		
(Requiring Very) Segment 2	37		
(Specific Habitat) Segment 3	9		
Percent of Maximum Impact	100%	X	
Annual Biologic Energy Loss			
a. Kilowatt Hours x 10^6	3.3		
Percent of Maximum Impact	93%	X	X
Road Kill Hazards			
a. Zone Hazards (Feet)	4170		
b. Point Hazards (No.)	20		
Percent of Maximum Impact	83%	X	X
Cumulative Percentages of Maximum for all Impacts	519		
Average Percent of Maximum Impacts	87%		

TABLE 23

TRAFFIC NOISE EFFECTS, CORRIDOR A ROUTE
BYPASS ROUTE ONLY

Number of Receptors

		1977	1997 W/O Mitigation	1997 With Mitigation
Park Place-Redland	Residences	4	4	4
Redland-Beaver Creek	Residences	6	6	6
	Schools (Ogden J.H.)	1*	1*	1
	Church	1	1	1
Beaver Creek-Molalla	Residences	0	3	3
	Schools (Clackamas C.C.)	1	1	0
Beaver Creek Rd. Area	Residences	7	7	7

*One receptor is a school athletic field.

Land Use and Comprehensive Planning:

Existing Setting: Same as the selected alternative except for specific corridor land use between Redland and Beaver Creek Roads. Land use along this corridor consists primarily of school property, church property, pasture, open space/wooded areas, rural residential and one parcel of cropland. Additionally, there are large tracts of either Class I-IV soils or prime soils, as opposed to the selected corridor.

Environmental Impacts: Same, except for the specific amount of land currently used for other uses converted to highway use. About 126 acres would have been acquired for highway purposes.

Sociology:

Existing Setting: Same as the selected alternative.

Environmental Impacts:

Right-of-Way: This corridor route would have displaced 22 housing units, housing about 65 persons. No non-profit institutions would have been replaced, but the ball field at Ogden Junior High would have been affected by acquisition. See Figure 19. Right-of-way impacts north of Redland Road and south of Beaver Creek Road would have been the same as the selected alternative.

Proximity: Ogden Junior High would have been to some degree psychologically separated from the rest of the Holly Lane Neighborhood. The bypass would have been depressed near the school, running under Donovan Lane. Access to the school would have remained the same and no new access from the highway would have been provided. Students, most of whom are bused, would have crossed over the bypass on an overpass. Protective fencing would have been provided between the highway and the school property for safety.

The presence of a major highway and the displacement of the residents would have adversely changed the Holly Lane Neighborhood.Local residents belive the change would have been incompatible with the neighborhood livability because the semi-rural nature would have been altered. At present, the Holly Lane area is in the regionally designated Urban Growth Boundary (UGB). However, Oregon City's proposed UGB does not include the area and annexation is not planned unless sewage lines are built into the area. The Clackamas County proposed plan amendment designates the area as "rural" and "forest". As such, it can be seen that the future land use and neighborhood character is uncertain. (Further residential development may occur in the Holly Lane area with or without the bypass.)

Accessibility: Same as the selected alternative.

Impact Significance: The relative significance of the adverse impacts of this alternative is considered moderate, and the social impacts are also considered moderate.

Mitigative Measures: Same as described, except that replacement for the ballfield at Ogden Junior High would have been necessary. All feasible actions would have been investigated to insure a mutually agreeable solution.

The highway would also have been depressed in LDS Stake Center-Ogden Junior High area and fenced to improve safety.

Economics:

Environmental Impacts:

Right-of-Way: Same as the selected alternative, except between Redland and Beaver Creek Roads. Part of the Menconi berry field would have had to be acquired.

Fiscal and Economic Development: Same.

Mitigative Measures: Same.

Cultural Resources:

Environmental Impacts: Same as the selected alternative (None).

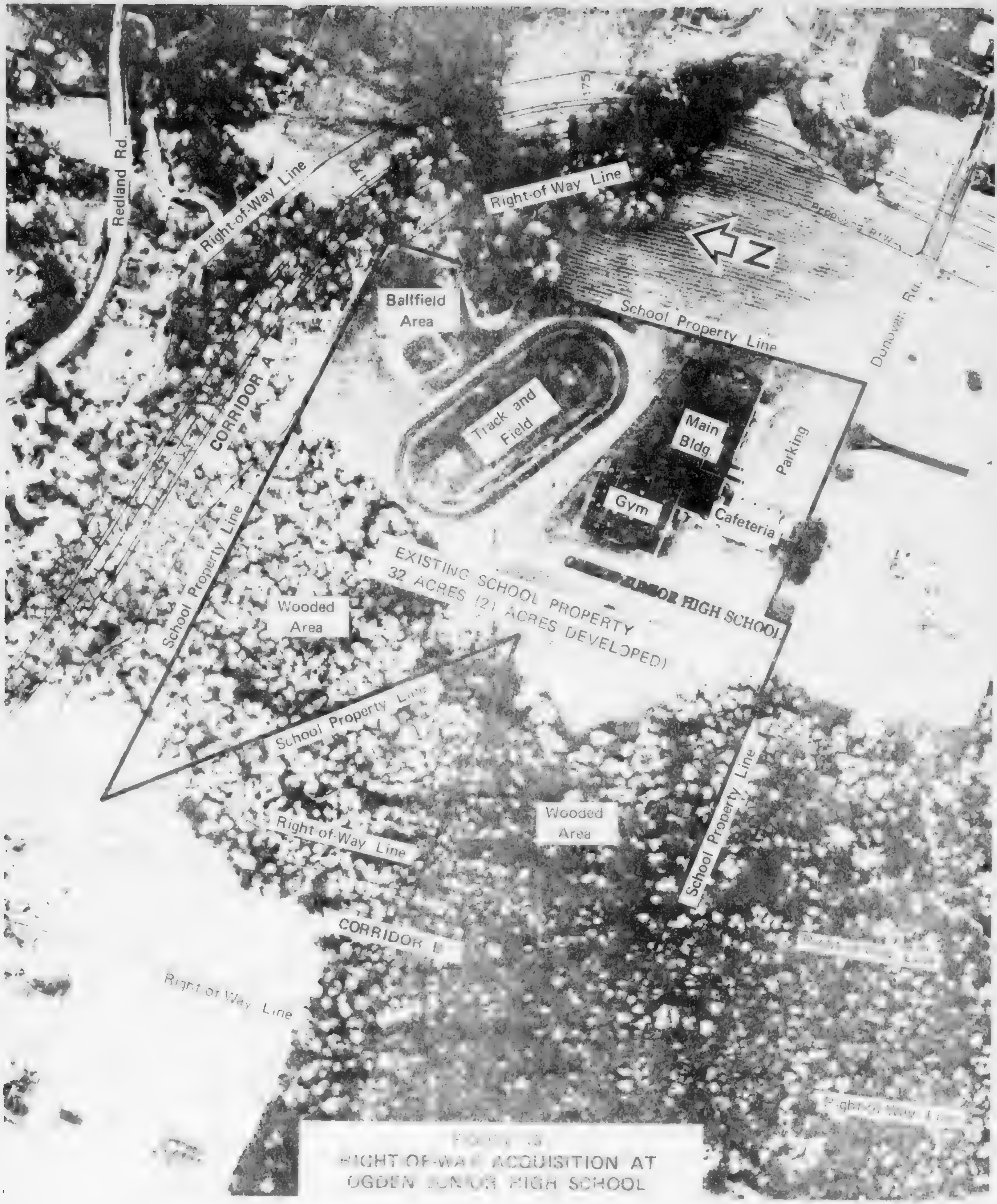

Redland Rd.
Right-of-Way Line
Right-of Way Line
175
Proposed R/W
N
School Property Line
Donovan Rd.
Ballfield Area
Track and Field
Main Bldg.
Parking
Gym
Cafeteria
CORRIDOR A
School Property Line
JUNIOR HIGH SCHOOL
EXISTING SCHOOL PROPERTY
32 ACRES (21 ACRES DEVELOPED)
Wooded Area
School Property Line
School Property Line
Right-of-Way Line
Wooded Area
CORRIDOR B
Right of Way Line
Right-of-Way Line

FIGURE 13
RIGHT-OF-WAY ACQUISITION AT
OGDEN JUNIOR HIGH SCHOOL

Mitigation Measures: Same as the selected alternative.

Esthetics:

Environmental Impact: Same as the selected alternative, except that the impact would have been less severe to esthetic features. The view from the road would have been a pleasant experience, but not of the same order as the selected corridor. This corridor would also have exposed more homes to the view of the highway.

Mitigative Measures: Same.

Conformance with Goals and Plans:

Statewide Planning Goals:

Same as the selected alternative (Consistent or Not Applicable):

1 - Citizen Involvement
5 - Mineral Resources
5 - Scenic Views
5 - Wilderness Areas
5 - Cultural Areas
5 - Wild and Scenic Waterways
6 - Noise
7 - Stream Flooding
7 - Groundwater
9 - Economy
13 - Energy Conservation
16 - Estuarine Resources
18 - Beaches and Dunes
2 - Land Use Planning
5 - Energy Sources
5 - Water Areas
5 - Historic Areas
5 - Recreation Trails
6 - Land Quality
7- Ocean Flooding
7 - Earthquakes
12 - Transportation
15 - Willamette Greenway
17 - Coastal Shorelands
19 - Ocean Resources

Same as the selected alternative (Indeterminant):

3 - Agricultural Lands Preservation
14 - Urbanization

Same as the selected alternative (In Potential Conflict):

4 - Forest Lands Conservation
7 - Weak Foundation Soils
10 - Housing
6 - Air Quality (temporarily)
6 - Water Quality (temporarily)
5 - Open Space
7 - Erosion, Deposition
8 - Recreation Needs
11 - Public Facilities

Different from the selected alternative:

5 - Fish and Wildlife Habitat - This corridor would have been inconsistent with the subgoal, but to a lesser degree.

5 - Ecologically and Scientifically Significant Natural Areas - This corridor would have not been in conflict with this subgoal to the extent of the selected alternative because Newell Creek canyon would not have been severely affected.

8 - Landslides - This corridor would not have been inconsistent with this subgoal, because there are no unstable slopes.

Local Plans and Policies: Same as the selected alternative.

Oregon State Clean Air Act Implementation Plan: Same as the selected alternative.

Unavoidable Adverse Environmental Impacts:

Same as the selected alternative for Traffic, Energy, Water Resources and Aquatic Biology, Climate and Air Quality, Cultural and Aesthetics. For Geology, the only difference would have been the loss of eight wells. For Wetlands, the only difference would have been the loss of 3.3 acres, 1.1 more than the selected alternative. For Biology, the only difference would have been the amount of long-term habitat loss, 62 acres, as compared to 83 for the selected alternative. For the Sound Environment, more residences (up to 120 by 1997), apartments (11 by 1997), schools (3 by 1997) churches (3 by 1997) would have been adversely affected. Construction noise and noise in a natural area would also have resulted. For Land Use and Comprehensive Planning, the only difference would have been in the amount of land converted to highway use: 124 acres, compared to 164 for the selected alternative. For Sociology, the differences would have been: the amount of housing units and persons displaced: 22 as compared to 21 for the selected alternative; there would have been the psychological separation of Ogden Junior High from the Holly Lane neighborhood; Newell Creek canyon would have been preserved. For Economics, a large portion of the berry fields would have been removed.

Short-Term Use and Long-Term Environmental Productivity:

Same as the selected alternative.

Irreversible and Irretrievable Resource Commitments:

Same as the selected alternative, plus the loss of eight wells.

CORRIDOR A MODIFIED

Description: This would have been virtually identical to the Corridor A alternative just described, except that it would have been located southwest of the A route in the vicinity of Abernethy Creek to Donovan road, requiring more right-of-way to the southwest and less to the northeast. It would have also curved twice south of Donovan road and would have involved other minor right-of-way and alignment differences.

Environmental Character, Impacts and Mitigation:

Traffic: Same as the selected alternative.

Energy: Same as Alternative A Route.

Geology: Same as Alternative A Route.

Water Resources and Aquatic Biology:

Environmental Impacts: This would have significantly reduced aquatic impacts compared to the A route. The primary difference would have been the elimination of one channel change on Abernethy Creek, greatly reducing adverse effects. Further, there would have been less encroachment on the Abernethy Creek floodplain. The channel change at the mouth of Newell Creek could also have been reduced or eliminated, reducing the impacts at that site. There would have been a very small increase in pavement area with an attending small increase in surface runoff.

Mitigation Measures: Same as the selected alternative.

Wetlands:

Environmental Impacts:

Redland-Beaver Creek: Impacts would have been essentially identical to those described for the Corridor A route. However, adverse impacts to Abernethy Creek wetlands would have been significantly reduced because the channel change would not have been necessary.

Mitigation Measures: Same as the selected alternative.

Biology: Same as Alternative A, except that there would have been slightly more right-of-way and therefore slightly more biological energy productivity loss. This route would have had approximately 85% of the relative impact of the selected route.

Climate and Air Quality: Same as Alternative A.

Sound Environment: Same as Alternative A.

Land Use and Comprehensive Planning:

Existing Setting: Same as Alternative A.

Environmental Impacts: Same, except that 23 more acres of land than the A route, or a total of about 149 would have been acquired.

Sociology:

Environmental Impacts: Same as the A alternative, except that 27 (or 5 more) housing units and their about 83 occupants would have been displaced. Further, the ball field at Ogden Junior High would have been essentially removed and a small strip of property from the L.D.S. Stake Center would have been acquired.

Economics: Same as alternative A.

Cultural Resources: Same as Alternative A.

Aesthetics: Same as Alternative A.

Conformance with Goals and Plans:

Statewide Planning Goals: Same as Alternative A.

Local Plans and Policies: Same as Alternative A.

Oregon State Clean Air Act Implementation Plan: Same as selected alternative.

Unavoidable Adverse Environmental Impacts:

Same as Alternative A.

Short-Term Use and Long-Term Environmental Productivity:

Same as the selected alternative.

Irreversible and Irretrievable Resource Commitments:

Same as the selected alternative.

CORRIDOR B ALTERNATIVE

Description: This alternative would have been virtually identical to the selected alternative, except for minor design differences in the right-of-way lines and alignment.

Environmental Character, Impacts and Mitigation:

Traffic: Same as the selected alternative.

Energy: Same as the selected alternative.

Geology: Same as the selected alternative.

Water Resources and Aquatic Biology: Same existing setting, impacts and mitigation measures as the selected alternative except for:

1. Slightly less fill and floodplain encroachment north of Redland Road than the selected alternative.

2. Significantly more impact between Redland and Beaver Creek Roads. This is due to the more than 0.9 mile of cut and fill within 200 feet (nearer to the creek than the selected alternative) of Newell Creek. Secondary impacts of this cut and fill are the same qualitatively by as those described for the selected alternative, but are greater in magnitude.

3. Slightly less pavement and surface runoff than the selected alternative.

Wetlands:

Existing Setting: Same as the selected alternative.

Environmental Impacts:

Park Place - Redland: Same as the Corridor A route.

Redland - Beaver Creek: Direct impacts to wetlands would have been about 0.22 acre; 0.02 acre from Area I, a low value wetland and 0.2 acre from the moderate-high quality Newell Creek wetland K. Forty percent of the first would have been destroyed, but only 4% of K would have been directly affected. These include the filling of small portions of five tributaries of Newell Creek and placing their flows through culverts. Because this corridor lies close to Newell Creek, there could have been considerable indirect construction impacts, including sedimentation. However, construction of the structures over Abernethy and Newell Creeks would have had little direct impact.

Beaver Creek - Molalla: Same as the Corridor A route.

Mitigation Measures: Same as selected alternative.

Biology: Same as the selected alternative, except that there would have been slightly less right-of-way and therefore, slightly less biological energy productivity loss. This route would have had approximately 90% of the relative impact of the selected route (which is the maximum relative impact).

Climate and Air Quality: Same as the selected alternative.

Sound Environment: Same as the selected alternative.

Land Use and Comprehensive Planning: Same as the selected alternative, except that about 35 fewer acres of land would have been converted to highway use; a total of 129.

Sociology: Same as the selected alternative, except that only 18 housing units and their occupants would have displaced and 0.8 acre from the 4.3 acre school district bus maintenance lot, 0.6 acre from the 2.7 acre Maple Lane Baptist Church property and 0.05 acre from the Followers of Christ Church property would have been aquired.

Economics: Same as the selected alternative.

Cultural Resources: Same as the selected alternative except that the highway would have been slightly farther from the Pioneer Cemetery.

Esthetics: Same as the selected alternative.

Conformance with Goals and Plans:

Statewide Planning Goals: Same as the selected alternative.

Local Plans and Policies: Same as the selected alternative.

Oregon State Clean Air Act Implementation Plan: Same as the selected alternative.

Unavoidable Adverse Environmental Impacts:

Unavoidable adverse environmental impacts are the same as the selected alternative.

Short-Term Use and Long-Term Environmental Productivity:

These factors would have been the same as those described for the selected alternative.

Irreversible and Irretrievable Commitments:

Same as the selected alternative.

OTHER NEW HIGHWAY BYPASS ALTERNATIVES

Other corridors, as shown on Figure 20 were evaluated for engineering feasibility, cost, transportation service and social and natural environmental impact. The following were judged inferior to the above options for these reasons.

The B (north) of Corridor B had these problems:

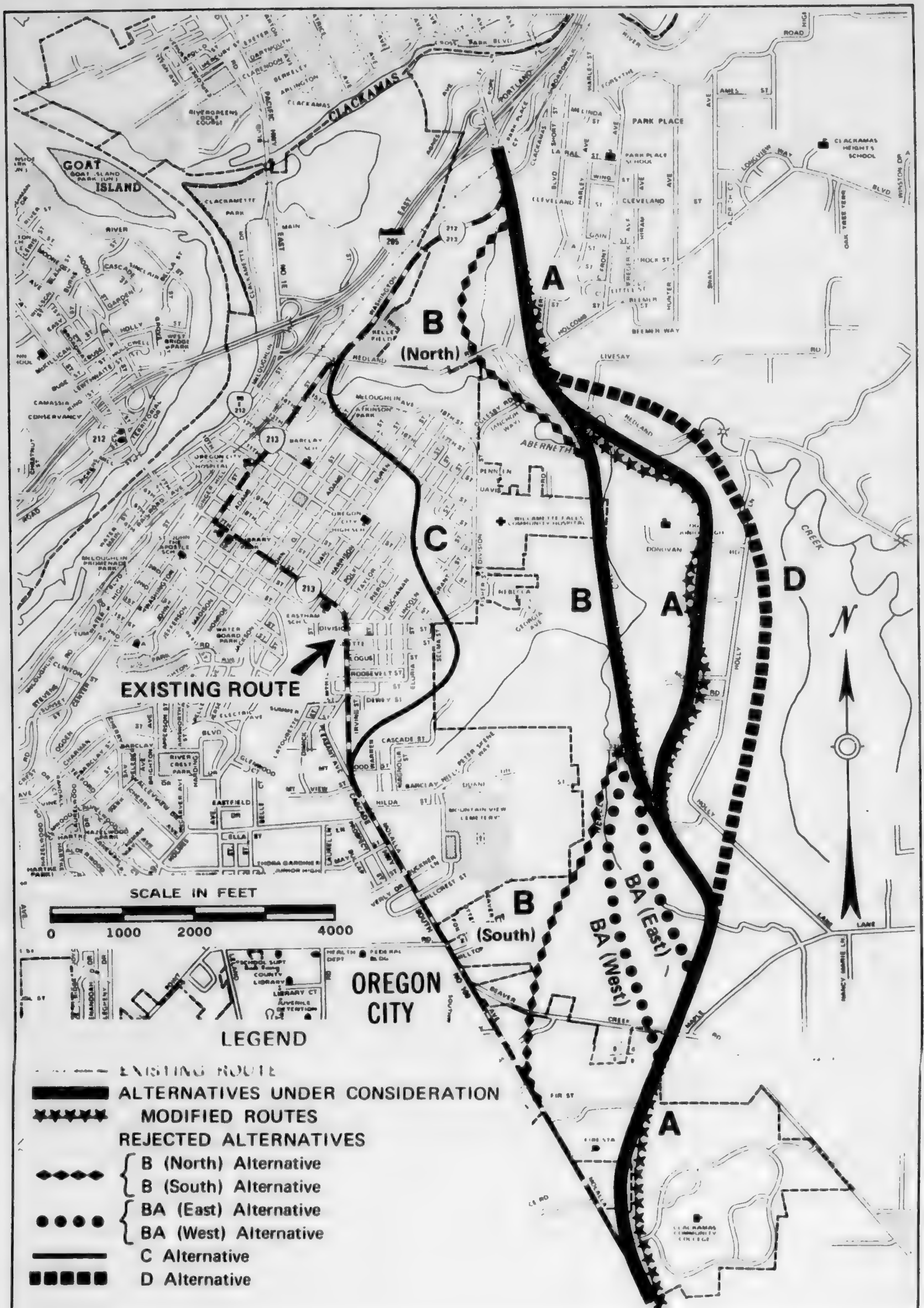
1. About 2,000 feet of encroachment of the Abernethy Creek floodplain.

2. Extensive channel changes and bank stabilization on Abernethy Creek, which would have required major measures to protect the fish habitat.

3. The intersection with Redland Road would have produced high volumes of traffic desiring to cross the bypass.

4. The connection with Anchor Way would have required considerable regrading and violate access limitations.

FIGURE 20
REJECTED ALTERNATIVES


GOAT ISLAND
CLACKAMAS
PARK PLACE
CLACKAMAS HEIGHTS SCHOOL
A
B
(North)
C
B
A
D
N
EXISTING ROUTE
SCALE IN FEET
0
1000
2000
4000
B
(South)
BA (East)
BA (West)
OREGON CITY
A
LEGEND
EXISTING ROUTE
ALTERNATIVES UNDER CONSIDERATION
MODIFIED ROUTES
REJECTED ALTERNATIVES
B (North) Alternative
B (South) Alternative
BA (East) Alternative
BA (West) Alternative
C Alternative
D Alternative

5. Wetlands along Abernethy Creek would have been extensively affected.

6. Two homes and a crane shop and adjoining business would have probably been acquired.

The B-A (West) portion of Corridor B was rejected due to the massive cuts and fills and excessive grades. This option would have been more costly, and involve more environmental impacts. The B-A (East) portion of corridor B was rejected for the same reasons: massive cuts and fills and excessive grades.

The B (South) portion of Corridor B also would have involved excessive cuts and fills. Additionally, this route would have conflicted with a shopping complex and several private dwellings. Further, the route would have had lengthy steep grades, requiring longer truck-climbing lanes. This would have been more costly and could have required noise mitigation.

The Corridor C route would have had numerous problems:

1. The limitation on access would have been impossible due to the numerous businesses along Molalla Avenue and the large number of at-grade crossings.

2. An extensive number of housing units would have been acquired, requiring relocation of 80-90 families. There could have been a significant problem in finding adequate replacement housing for families in this income group.

3. It would have been incompatible with local land use and economic plans.

4. The high school ball field would have been displaced.

5. Several historic or archeological sites would have been affected.

6. There would have been considerable (30-45) business displacement and relocation.

7. The initial tax loss would have been the highest of any corridor.

8. Several large institutions (hospital, high school, and Kelley Field) would have been affected by air and noise pollution.

9. Visual quality of established neighborhoods would have been adversely affected.

The Corridor D route was rejected because of the significantly higher engineering, construction, right-of-way and relocation costs. It would also have been longer, requiring more land involving the displacement and relocation of about 46 families.

IMPROVE EXISTING ROUTE

Physical improvement to the existing route, such as widening, was also considered as an alternative to building a bypass. However, such improvement is not a reasonable alternative, given existing or projected traffic volumes. The existing route is currently operating at service level D or E during peak periods; future traffic demands exceed service level E capacity by 35-40 percent.* Any widening of the existing route to increase traffic capacity would have severely affected the area by removal of numerous businesses and dwelling units along the route. Further, with the curves, corners and grades along the route, it would have been very difficult, if not impossible, to provide the capacity required to carry the projected traffic. Traffic management during construction would have been extraordinarily difficult, time consuming and expensive. Numerous historical buildings would have been affected by required detours and business operations would have been sighificantly obstructed.

If adequate capacity is not provided on the existing route and the bypass would not be constructed, traffic growth in the general travel corridor would have flowed onto parallel residential streets. This would have resulted in undesirable impacts to residential areas and historical properties caused by the introduction of through traffic in quiet neighborhoods.

Traffic management schemes, such as one way streets, removal of parking, rerouting, changed work hours, increased transit use, etc. were also considered, but none were considered as reasonable substitutes for the bypass. Some additional capacity could have been gained by converting several streets in the existing network into one-way couplet pairs. This would have required converting at least one residential street into a main arterial highway. This would have resulted in unacceptable impacts to the residents in the residential neighborhoods affected. Similar problems would have resulted with trffic rerouting. Some of these measures may be considered in the future, however, because the bypass does not foreclose this traffic management approach.

Removal of parking would also increase capacity to some degree but the impact to businesses could be significant in the absence of suitable off-street parking.

Changed work hours and increased transit use are options that would not substitute for the traffic capacity needs of forecast trip demand. These alternate means of accommodating trip demand are not foreclosed by the bypass.

---

*Service level D is characterized by near unstable traffic flow; delays may be substantial during the peak period, comfort and convenience is low and freedom to maneuver is restricted. Service level E is characterized by unstable traffic flow, with short periods of stoppages, long lines and delays at signals.

Currently plans for establishing a significant public transit capability in the project area are long-range. The planning involves a light rail line between downtown Portland and Oregon City.

ALTERNATIVE MODES

Alternate modes of transportation are routinely considered in all traffic studies and projections. In the study for the Oregon City Bypass project, a 1.8% daily average modal split for transit was assumed for the traffic zones around Oregon City. This assumption conforms to the split used by the Metropolitan Service District for this area.

Traffic data on Seventh Street between Washington and Division Streets indicate that existing transit, in the form of Tri-Met buses, carries about 325 trips per day. With overall traffic through the corridor of about 46,080 person trips per day by 2000, it is obvious that transit could have little effect on the overall traffic demand.

In order to advance an alternate mode of transportation as an alternative to the bypass, the model split would need to be in excess of 43% daily average, just to perpetuate the existing traffic characteristics (and problems) by 2000. This high a split is highly unlikely, if not impossible, given the land use nature of the area. For example, the current peak hour modal split into downtown Portland, with a large number of vehicles, routes and users, is 35%, and the daily modal split is about 6%.

As previously stated, transportation planning is being channeled to two other mass transit projects: the Banfield Transitway and the Sunset (Westside) Transit Corridor. The three transit lines from downtown Portland will significantly increase transportation options and diversify transportation use.

COMMENTS AND RESPONSES

This section includes:

1. A summary of all comments received on the Draft EIS and a discussion of or response to each substantive comment and suggestion.

2. A summary and disposition of substantive social, economic and environmental and other comments made at the hearing and;

3. Copies of all comments received on the Draft EIS. The comments (both those on the Draft EIS and those at the hearing) are arranged by subject matter. Where changes from the Draft EIS have been made in the Final as a result of the comments received, the summary indicates the page(s) and paragraph(s) where the revisions are included.

SUBJECT

See Page and Paragraph

General EIS Content

1. U.S.Department of Interior, Office of the Secretary, Washington, D.C.

+ Comment: adequately covers in general the subjects which USDOI has jurisdiction and review expertise.

* Response: These subjects are covered generally in the Natural Resource subsections of the EIS.

Water Resources and Aquatic Biology

1. U.S. Department of Commerce, National Marine Fisheries Service, Environmental and Technical Services, Portland.

+ Comment: not detailed enough to determine specific impacts; need to know exactly where channel changes will be located on Abernethy and Newell Creeks on each alternative (could not determine from the Draft).

* Response: The information necessary is in the Water Quality Technical Report, a copy of which has been sent to enable further analysis.

+ Comment: recommend that you discuss the channel changes, etc. with fish and wildlife agencies and that the detailed information be included in the Final.

* Response: The detailed information is summarized in the Final EIS, but available in its entirety in the Water Quality Technical Report. Coordination with fish and wildlife agencies is ongoing. Impacts and mitigation measures have been discussed with the Oregon Department of Fish and Wildlife and the U.S. Fish and Wildlife Service. The specific water resources and wetlands mitigation measures were incorporated as a result of this coordination. pp 21-23

2a. Oregon Department of Fish and Wildlife

+ Comment: not enough information for an assessment of the impact of alternatives on aquatic resources of Newell and Abernethy Creeks. Need detailed maps showing stream affected by each alternative. Could not determine if alternatives include stream channel changes in the lower section of Newell Creek, which contains excellent rearing areas for winter steelhead. Need detailed drawings that illustrate how steep the slopes are with Alternate B and B Modified and how the proposed highway is aligned in relation to the stream channel, in order to determine if the buffer strip is adequate.

* Response: Adequate information is provided in the Water Quality Technical Report. Detailed maps have been provided as part of the fish and wildlife coordination process mentioned above. The detailed information is summarized in the Final EIS, but is available in its entirety in the Water Quality Report.

2b. Oregon Department of Fish and Wildlife

+ Comment: prefer Alternative A.

* Response: many other factors led to the selection of Corridor B, as opposed to other build alternatives, including:

1. strong public support of Corridor B and strong public opposition to Corridor A;
2. public concern with the social impacts and costs of Corridor A;
3. support of the two local governments for Corridor B.

+ Comment: recommend the following mitigative measures

1. fish passage shall be maintained at the Newell Creek crossing. recommend an open bottom arch culvert of at least 14 feet that maintains the existing stream meanders.

* Response: This will be done.

2. stream bank disturbance be kept at an absolute minimum.

* Response: This will be done.

3. All in-water activities shall take place between July 1 and September 10. (Later conversation indicated July 15 - October 1).

* Response: Activities in channels will be restricted to July 15 - October 1.

4. A minimum of 100 feet shall be left undisturbed between Newell Creek and the toe of the highway fill.

* Response: A vegetated 100 foot buffer strip will be between Newell Creek and the highway, with minor exceptions.

5. Culverts on Abernethy Creek shall be placed at zero gradient and below streambed elevation.

* Response: At least one culvert will be partly buried to provide a natural bottom.

6. Support USFWS to acquire several parcels of undeveloped land to assure wildlife protection.

* Response: Excess parcels will be examined to determine if they should be retained in public ownership.

3. U.S. Department of the Interior

+ Comment: Flood flows of 1500-2000 cfs as written for Newell Creek is about an order of magnitude too high.

* Response: The phrase "for Abernethy Creek" has been added to properly clarify the sentence. Newell Creek does not have flows of this magnitude, as implied in the Draft. p. 17

+ Comment: More easily understood if the EIS included an in depth discussion of mitigation measures to be implemented for fish and wildlife impacts.

* Response: The final EIS includes detailed sections indicating what will be done to mitigate these impacts. pp 21-23

+ Comment: more easily understood if a comparative summary similar to that on p. 31 of the unavoidable impacts.

* Response: A detailed matrix indicating unavoidable impacts, as well as other factors, is included. pp ix-xiv

+ Comment: discussions of geology, hydrology and water quality are generally good, except for the absence of quantitative data. Because of the importance of Newell Creek to fishery resources, attempt to quantify the effects of construction on sediment, turbidity, toxic pollutants (lead, zinc) that may wash from roadway (sizeable concentrations of lead, zinc and others could be expected to wash from roads into drainageways). Estimates should be made of what the concentrations would be in the creek after construction.

* Response: Quantitative data are provided for geological impacts in the EIS. Detailed estimates of the concentrations of lead, zinc, etc. are not provided because the significance of the impact is considered to be very low. The "benefit" obtained (the estimates) is substantially outweighed by the excessive time and dollar costs involved to obtain such estimates.

+ Comment: Degradation of water quality is likely an important impact because both alternatives run along Newell Creek for more than 2 miles, more than 1/2 the length of the basin.

* Response: Degradation of the water quality in Newell Creek should be substantially reduced due to previously-indicated mitigation measures. The Final EIS discusses these measures. pp 21-23

+ Comment: DEIS lacks an indication of other interrelated federal actions, such as the need for permits (Section 404 and/or Section 10) from the Corps of Engineers for dredge, fill or channelization.

* Response: All appropriate permits will be obtained prior to construction. The EIS indicates that any needed permits will be obtained. p. 22

+ **Comment:** While the Draft EIS adequately describes existing fish and wildlife resources and impact in a general fashion, there is inadequate information concerning site specific location, design and measures to minimize harm for a full understanding of the interrelated Federal actions.

* **Response:** Site specific information has been provided in the Water Quality Technical report, which was submitted to the FWS. This allows a detailed analysis of impacts. Detailed mitigation techniques are described in the EIS. pp 21-23

+ **Comment:** The comments on this statement do not preclude additional and separate evaluation and comment by the Fish and Wildlife Service (FWS), pursuant to the Fish and Wildlife Coordination Act on permit applications. In the review of permit applications, the FWS may concur with or without stipulations, or object to the proposed work, depending on project effects identified and evaluated at that time. FWS advises that it would probably concur to a 404 permit for such other actions that are needed to implement Corridor A Modified.

* **Response:** Comments will be solicited from all appropriate agencies when all permits necessary to construct the highway are applied for.

+ **Comment:** should appropriate site specific information be available, FWS would be pleased to cooperate and coordinate with ODOT, FHWA, Oregon Department of Fish and Wildlife and the Corps in the tentative resolution now of factors related to the needed permits. Inclusion of this information in the Final should serve for NEPA compliance for all interrelated actions. essential that this additional scoping be carried out now to comply with the views of the Secretary of Transportation in letter of 1/10/79 to the Secretary of Interior.

* **Response:** Appropriate site specific information has been available in the Water Quality Technical Report which has been provided. Further, meetings with the FWS were held to scope and resolve the issues. Resolution of the mitigation measures is discussed in the mitigation measures sections in the Water Quality sections of the EIS. pp 21-23

4. Fish and Wildlife Service

+ Comment: Extremely concerned about the overall impact that Alternative B would have on fish and wildlife habitats. The location of Newell Creek Canyon next to the urbanizing area makes it particularly valuable to wildlife whose habitat is steadily being diminished. It is our concern that this highway and its associated disturbance will greatly reduce use of the Newell Creek area by fish and wildlife. We continue to recommend Alternative A which would have fewer damaging impacts on fish and wildlife.

* Response: Alternative A was not selected because of the more severe social impacts that would have occurred. The adverse impacts to the Newell Creek system should be significantly reduced with the proposed mitigation measures that will be incorporated as part of the project. pp 21-23

+ Comment: Should Alternative B be selected, we would recommend the following measures to mitigate losses:

1. All stream crossings should be designed and constructed so that existing stream widths, gradients, velocities and bottom substrates are not changed. Culvert diameters of 14 feet should provide adequate conditions for fish passage.

* Response: The natural bottom arch of the Newell Creek will not change these stream conditions. The arch will be 14 feet wide, rather than 7, and baffles will be placed to maintain a suitable gradient if necessary. Pipe culverts will be used for the Abernethy Creek crossing. At least one pipe will be partly buried to maintain the natural bottom. The size of the culverts will depend upon detailed hydrologic study.

2. Maintain a 100 foot vegetated buffer strip between the highway and streams.

* Response: This will be done along Newell Creek, with minor exceptions.

3. Recommend two areas be considered for land acquisition: a wetland next to Rossman sanitary landfill and; an area on the east side of lower Newell Creek.

* **Response:** ODOT will examine all remnant and severed parcels and excess right of way for retention in public ownership as part of a wetlands and wildlife improvement plan.

5. U.S. Army Corps of Engineers, Portland

+ **Comment:** more detailed coordination with our Navigation division, Regulatory Functions Branch would be desirable wherever culvert and fill stream crossings are selected in lieu of bridge crossings.

* **Response:** Such coordination will occur before construction, and when detailed plans are available for Corps inspection.

Wetlands

1. U.S. Army Corps of Engineers

+ **Comment:** advise of areas where wetlands may be created

* **Response:** Wetlands mitigation, including those sites where new wetlands will be created as part of the project, is included in the Final EIS. pp 26-27

2. U.S. Department of Interior

+ **Comment:** Corridor B does not appear to comply with Executive Order 11990 and DOT Secretarial Order 5660.1.

* **Response:** The requirements of the two orders have been met; a project could not obtain approval unless the elements of these two policies have been met. A wetlands finding which documents compliance with E.O. 11990 is contained in the Final. pp 27-28

3. U.S. Fish and Wildlife Service

+ **Comment:** Sites proposed for development of wetlands to mitigate losses appear to be acceptable. Support plans to develop additional wetlands or water retention areas below the highway along upper Newell Creek provided they are not located within 100 feet of the stream.

* Response: The upper Newell Creek wetlands will be investigated and provided if feasible.

+ Comment: Prefer that wetlands or ponds be used to retain runoff for slow release into lower Newell Creek, as opposed to collection of highway runoff from the lower Newell Creek drainage for discharge into Abernethy Creek. Investigate feasibility of developing ponds or wetlands in this area. All potential sites and measures should be planned and reviewed in cooperation with ODFW.

* Response: ODOT will investigate the feasibility of developing ponds at the mentioned sites and will coordinate with the ODFW during the detailed plans stage.

4. Oregon Department of Fish and Wildlife

+ Comment: In the section below the Newell Creek crossing, the highway should be designed to transport as much storm runoff as possible into Abernethy Creek to help maintain Newell Creek water quality. If diversion is not practical, recommend wetland creation or retention ponds above the highway to release storm runoff as slow as possible.

* Response: Additional wetlands at the suggested site will be provided if feasible. Erosion control ponds used during construction will become permanent ponds.

Air Quality

1. Oregon Department of Environmental Quality

+ Comment: a good calibration of a CO model should have been possible. The inability to calibrate AIRPOL4 to the local data may be due to causes other than inherent weaknesses in the predictive capability of AIRPOL4.

* Response: It is true that AIRPOL4 has performed better in other studies, therefore it is not fair to attribute modeling failure wholly to inherent model weaknesses, although recent information suggests AIRPOL4 does not perform as its proponents argue. In one study, it actually degraded the performance of simple rollback modeling. Many factors are potentially causing the poor AIRPOL4A modeling results. For example, errors in the meterorological data description may be partially at fault. It is difficult to assign hourly wind averages for the project. Unfortunately these cases are

most common on the days to which the calibration was attempted, high CO days or low wind speed days. On the other hand, AIRPOL4A was orginally tested against a range of conditions, few of which included the worst case meteorology encountered in this project. The test correlations look good statistically, but they do not represent conditions measured in Oregon City. Therefore, it is reasonable that AIRPOL4A does not predict high concentrations well in this case.

Other reasons as well are likely to degrade model performance including: input data precision, and the fact that evening hours were modeled when it is known that these hours represent the most stagnant conditions. Possible errors in inputting data into the computer where minimized by carefully re-checking input data for accuracy.

Therefore, the approach that was used was justified, especially since extensive CO monitoring data were available for rollback modeling.

+ Comment: The Department calculated 8 hour average CO concentrations, one for perpendicular wind and one for parallel wind at the Retirement Home, based on Department derived emission factors broken down by speed and vehicle type and the 1977 traffic data. This data was input into AIRPOL4 nomograph equations. Washington Street was the only link used for traffic input.

Under the parallel wind condition, with a wind speed of 1.2 miles per hour, the calculated maximum one hour CO concentration was 24.0 mg/m^3 and the weighted 8-hour average CO concentration was 8.3 mg/m^3. For the perpendicular wind case, CO concentrations were 5.9 mg/m^3 and 3.3 mg/m^3 for the maximum 1-hour and 8-hour average concentrations, respectively. If one assumes a background 8 hour average CO concentration of 3 mg/m^3 and adds this to the average of the perpendicular and parallel wind cases, the result is 8.8 mg/m^3, which would fall within the range of the high values monitored at the site.

* Response: The comment shows that approximate modeling can give values that are similar to measured values, but it does not prove that the model can be calibrated nor that it would give consistently good predictions. In fact, the model does not calibrate to measured concentrations, using meteorological and traffic data recorded during the measurements. No set of estimates can change this and any further implied merit is unjustified.

+ Comment: One of the possible differences between our and ODOT analyses is the magnitude of cold and hot start percentages used. DEQ emission factors are based on a cold start and hot start percentage of 34.1% and 28.1%, respectively. We would be interested to know what percentages were used by ODOT for AIRPOL4. We suspect that they are much lower than ours, which were used in the State Implementation Plan CO modeling. Such a perception is based upon the relatively low percentages shown for the Total Emissions Analysis. Before we can accept such low percentages, detailed documentation should be provided outlining exactly how the ODOT values were derived.

* Response: DEQ implies that the hot and cold start percentage used in the air quality analysis may have contributed to the failure of the AIRPOL4A modeling. But this difference is not responsible for the failure of the modeling. The emission rates using the DEQ assumption are higher than the emission rates using the DEIS assumptions. However, the ratio of the two remain approximately constant. For example, for CO emission factors under freeway conditions, the ratio varies from 65.7 to 70.3% over all speeds and years. Thus the use of the higher cold/hot starts will increase the predicted concentrations; but since the change is constant for all speeds, the correlations between measured and predicted concentrations will not improve. Another conclusion of this data is that the rollback modeling presented in the DEIS is still valid regardless of cold/hot start percentage used, since future years have the same proportionate change in emission factor.

Regardless of the above arguments, the cold/hot starts used in the DEIS are correct and those recommended by DEQ should not be used. Average trip length information can be used along with FHWA Vehicular Cold and Hot Operating Fractions to determine cold and hot starts for both catalytic and noncatalytic vehicles. The cold/hot starts used in the DEIS were obtained from FHWA data corresponding to the proper average trip length (ATL). For I-205 the ATL was 25 minutes and for all other roads it was 15 minutes. The factor was roughly averaged for the period from noon to midnight, since worst case CO concentrations were measured and are known to occur during this period.

+ Comment: In the future, DEQ recommends using 34.1% and 28.1% cold and hot percentages or the national average values.

* Response: This recommendation is not accepted. The regional average is affected by high morning cold start. To use the afternoon and evening averaged value is more accurate for concentrations measured in the afternoon and evening. In future work, OSHD will continue to use the best cold/hot start factors for each project.

+ Comment: The use of the rollback technique to predict future CO concentrations is not recommended, but would be acceptable where the physical characteristics of the monitored site are similar to the non-monitored areas for which projections are being made. However, for this project there are real physical differences between Corridor A and Corridor B. The rollback technique is not sensitive to those differences.

* Response: The use of the rollback technique has been previously justified; rollback is not only a satisfactory alternative modeling approach in this case but the only acceptable one.

It is agreed that the physical differences of Corridor A and B deserve attention. The DEIS air quality analysis did not make specific distinctions between A and B, but the estimated second high concentration of 7 ppm was intended as a "worst" case concentration for either corridor. It applies to Corridor B because the terrain is directly comparable to the the Redland Road site terrain on which the estimate was based. Except where Corridor A crosses Abernethy Creek (land similar to Corridor B), Corridor A concentrations will be substantially below those for Corridor B, perhaps by a factor of two. This is due to the better exposure of A to higher winds. Since concentrations are often expressed to be inversely proportional to wind speed, it follows that concentrations about Corridor A will be considerably lower than about Corridor B.

+ Comment: For projects where alternative corridors are being considered the nearest receptors in each corridor should be identified and a diffusion model, even one that is not totally calibrated, should be run to bring out any comparative differences between the alternative routes. For the Final EIS, DEQ recommends a discussion of any differences between the two corridors in air quality.

* Response: A worst case analysis was described, so it would be unproductive to reanalyze using a dispersion

model to differentiate between the two corridors. Concentrations along the A corridor would have been considerably lower than those in the B corridor. A dispersion model would not differentiate between the two because traffic and meteorology data would be identical except for wind speed (its effect has already been described).

2. Environmental Protection Agency

+ Comment: Primary concern is the unusually low correlation between the model and monitored data. The AIRPOL4 model has shown a high correlation and should not be immediately disregarded.

* Response: See the first DEQ comment and response.

+ Comment: Rather than using the rollback technique, we suggest a more concentrated application of AIRPOL4 or another acceptable diffusion model.

* Response: See the last DEQ comment and response.

+ Comment: Recommend that the monitoring samples used should be adjusted to account for morning peak hour traffic to obtain a worst case basis for comparison with the model results.

* Response: It is not clear how such a procedure could be accomplished if it were proper to do so. ODOT experience is that in winter, the majority of highest daily 8-hour concentrations occur between 4 p.m. and midnight. Not only are most of the highest 8-hour concentrations recorded in the evening but the highest daily 8-hour CO concentrations that do occur in the morning are almost always well below those recorded in the evening. Furthermore, they are measured in June and July, when there are maximum morning 8-hour concentrations, and are at most about 20% of standard. The peak concentration would have occurred after 5 p.m.

+ Comment: Suggest that in the future, 8-hour sampling periods would be more appropriate than 12-hour to be consistent with 1-hour and 8-hour computer predictions.

* Response: ODOT monitors hourly concentrations (not 12-hour averages) which increases the probability of measuring the highest daily 8-hour concentration.

+ Comment: Does not differentiate between A and B; the differences could affect pollutant concentrations.

* Response: See the last DEQ comment and response.

+ Comment: The monitors should be placed at the edges of the ROW to account for line sources and avoid complex areas such as intersections. Data collected should be seasonably adjusted.

* Response: ODOT agrees that monitors should be placed near the ROW; the monitors were placed as near as practical to the ROW. The Retirement Home monitor was only 16 feet from the road edge and others were even closer. The Redland Road site was 62 feet from the edge of the roadway in part because it was co-located with the meteorological tower, but also because this distance is representative of the new ROW distance planned for the project.

While it is agreed that monitoring less complex situations would be easier for model comparison, it would generally be less desirable because the highest concentrations are often observed at intersections or other complex locations. Since monitored data is preferable to modeled data, it seems appropriate to continue to select locations for their air pollution potential.

The data were seasonally adjusted. In fact, the highest second high concentration at the Retirement Home of two different analyses was used: 12.4 ppm. This corresponded to the concentration predicted for November 28 and was higher than the 11.7 ppm value found by extrapolating the log-normal distribution line to its annual second highest concentration. The Redland Road background concentration for the same day is predicted to be 5.0 ppm and the predicted 7.0 ppm concentration in Corridor B was based on this concentration.

+ Comment: ADT volumes can only be approximately interchanged for the same calendar year, due to several factors including the effects of the Federal Motor Vehicle Control Program and changes in vehicle mix and emissions. This should be clarified in the text.

* Response: The maximum ADT on Redland Road was interpolated linearly between 1977 measured traffic volumes and 1997 predicted traffic volumes. This value was then used as a scale factor, with the future Redland Road traffic, to relate Redland Road 1978 concentration to the future Corridor B concentration. The error inherent in the 7.0 ppm estimates is equal to the error inherent in the future traffic volume estimates. Since the 7.0 ppm estimate is well below the standard of 8.7 ppm a substantial margin of safety is available.

Sound Environment

1. Department of Environmental Quality

+ Comment: Noise impact potential - B least, A, No-Build.

* Response: ODOT analysis indicates that B has the least noise impact; Corridor B was selected.

+ Comment: Routes A and B will increase noise along the corridor about 20 dBA, (very significant); recommend acoustical barriers be constructed for A and B.

* Response: Sound barriers were analyzed for both corridors to determine feasibility. The benefits and costs of noise mitigation were considered to determine which barriers were practical. A barrier will be built at the Orchard Center at Clackamas Community College.

+ Comment: Because land around A and B is inside the urban growth boundary and zoned residential, to minimize future noise impacts, recommend land use noise mitigation be prepared and submitted to local land use agencies.

* Response: Land use measures to mitigate noise impacts in future developments are suggested in the EIS and the technical acoustical report. These will be sent to the appropriate land use authorities.

+ Comment: Select Corridor B because it has the least noise impact.

* Response: Corridor B was selected.

+ Comment: Acoustical barriers should be constructed to protect existing noise sensitive properties.

* Response: A barrier will be constructed at the Orchard Center, Clackamas Community College, where the benefits are judged to outweigh the costs involved.

+ Comment: Land Use mitigation plans should be prepared to protect future noise sensitive properties.

* Response: Measures are suggested in the Technical Report for use by appropriate land use agencies.

2. Environmental Protection Agency

+ Comment: To better comprehend the impacts this project would have on surrounding residences, the sound level readings, preferably L_{dn} and/or L_{eq} should be presented for each of the 13 sites. These can then be compared to future estimates of what the sound levels will be when construction is completed.

* Response: Measured L_{eq} sound levels are available in the final Noise Report and will be sent upon request. Measured levels were used as suggested.

+ Comment: Purchase of residences should also be listed as an alternative, especially for areas receiving high noise levels or subject to levels which would increase significantly.

* Response: FHWA policy does not permit the purchase of private residences unless noise impacts are especially severe. No severe noise impacts are predicted to occur as a result of the project.

3. Oregon Department of Forestry

+ Comment: Plant trees on sound barriers to further disperse sound waves.

* Response: Planting of shrubs or trees at the top of the sound berms is not recommended. It is believed that these may decrease the sound berms' ability to reduce noise by diffracting or scattering the noise over the top of the barrier.

4. Followers of Christ Church

+ Comment: request noise barriers between church and the bypass.

* Response: According to FHWA and ODOT criteria, noise increases at the Church will not result in a significant impact. Mitigation is considered unnecessary.

5. Powell, CAC Chairman

+ Comment: objects specifically to noise increase at Ogden school, LDS State Center and homes with Corridor A.

* Response: Corridor A was not selected.

Land Use and Comprehensive Planning

1. Oregon Department of Land Conservation and Development

+ Comment: ODOT should continue coordination with Gladstone, Oregon City and Clackamas County.

* Response: Such coordination is ongoing through the project and comprehensive planning process.

+ Comment: The project must be consistent and coordinated with Oregon City's comprehensive plan and efforts to update.

* Response: The project has been evaluated in regard to the unacknowledged city comprehensive plan. The bypass is consistent with that plan and any efforts thus far to update it.

+ Comment: Either the FHWA or the City is responsible for determining compliance with the plan and implementing ordinances prior to commencement of the project--may be made by the City with opportunity for public and agency review. Their comments should inform the FHWA of the status of local review and include a copy of local findings if any action has been taken.

* Response: It has been determined that the project is consistent with the plan. The determination was made in the Draft EIS and circulated for public review as part of that document. No comments on the determination were made.

+ Comment: The FHWA must determine compliance with the appropriate goals if the local government has not provided a sufficient determination to the state agency.

* Response: The compliance determination was included in the Draft and repeated in the Final. ODOT and FHWA made the determination, not the local governments. pp 61-65

Sociology and Right-of-Way

1. Powell, CAC Chairman

+ Comment: objects to the displacement of 6 more homes, the disruption of the ballfield at Odgen school, severance of many parcels, loss of desirable features of homes with Corridor A.

* Response: Corridor A was not selected, so the effects mentioned will not occur.

2. Ryan, Administrative Dean, Clackamas Community College

+ Comment: Board of Clackamas Community College has been consistently on record favoring the most westerly route on the college property to keep away from the Orchard complex, shorten ingress and egress distance and to take less property from soccer and recreation fields.

* Response: A reasonable compromise between the most westerly and most easterly route in the vicinity of the college was made, to meet objections of both Clackamas Community College and adjacent land owners.

3. Rice, Clackamas Community College Landscape Architect

+ Comment: especially concerned about encroachment on the college near the entrance; the long range plan calls for 400-500 more cars and a new science complex. Concerned about long range growth needs. If bypass is located to the west, residential uses and church parking lot will not be lost, but the college stands to lose a lot because of need for vehicle storage, expansion of the learning resource center and the language/performing arts and music center. The acquisition of the land with the easterly alternative will hurt the college--will lose trees, have an unsightly fence, encroachment of the soccer field and noise problems; "keyhole" approach to college.

* Response: The location of the bypass through Clackamas Community College represents a balance between the adjacent landowners and the college. The bypass should not result in the need for changing the campus master plan for long range growth, according to the plan itself.

4. Followers of Christ Church

+ Comment: cannot afford to lose parking because the lot is filled during services.

* Response: No land will be acquired from this church; therefore, parking will not be affected.

Cultural Resources

1. Oregon State Historic Preservation Office

+ Comment: Any archeological data derived from surveys, if undertaken for the final, be incorporated into the text.

* Response: The survey and evaluation has been conducted. The Cultural Resources section has the information. pp 60-61

"Favor Bypass"

1-13 Bean, Thomas, Asbahr, Anderson, Poliuka, Leonard, Skyles, Boardwell, Edwards, Weiss; Myers; Switzer; Walker

+ Comment: All these individuals favored construction of the bypass, four of which indicated the desire to expedite construction.

"Favor Corridor A"

1. U.S. Department of Interior

+ Comment: recommend FHWA consider adopting Corridor A Modified because of its lesser environmental impact. Opposed to Corridor B.

* Response: The Corridor B Modified has greater magnitude of impact on the natural environment, whereas the Corridor A Modified has greater social impacts.

+ Comment: Fish and Wildlife Service present belief is that it would oppose Corridor B because of its potential severe impacts on stream ecology and aquatic environment.

* Response: The mitigation measures proposed as part of the project will largely reduce these potential severe impacts.

2. Oregon Department of Forestry

+ Comment: favor 2-A if decision to build is accepted because it has the least impact on Statewide Planning Goal 4 (Forest Lands) and associated fish and wildlife habitat.

* Response: While the statement is true, Corridor B Modified has a lesser social impact, which is why it was selected.

3-6- Fleming, Reynolds, Switzer, Walker

+ Comments: Support for the Corridor A alternatives was primarily in order to prevent natural environmental impact in Newell Creek canyon and its resident fish and wildlife. Comment indicated: that the B routes would destroy natural beauty and animals and have noise impacts on wildlife; that the canyon should be preserved as a park; air pollution with A would be less.

"Favor Corridor B"

1-36 Powell (CAC Chairman), Bean, Thomas, Allen, Gaffner, Dunn, Asbahr, Murphy, White, Anderson, Dicken, Poliuka, Trachsel, Dugan, Skyles; Boardwell, Fouch, Drebin, Edwards, Sanders, McKee, Nielson, Terry, Weiss; Kenner; Welch; Myers; Cummings; Followers of Christ Church; Bjerkman; Wanke; Thompson; Hinman; Martinson.

+ Comments: Support for the Corridor B alternatives involves primarily the following factors:

a. much less detrimental right-of-way, sociological, noise, air pollution, safety and neighborhood impacts in the Holly Lane neighborhood.

b. scenic.

c. lower cost.

d. no resource damage to Newell Creek and aquatic life with Corridor B.

e. displaces fewer residents.

f. shorter, more direct.

g. would take less flat land (farm and developable).

h. segregates less property.

i. less impact to Ogden Junior High and the LDS Stake Center.

"Favor No-Build"

1-2 Richards (A as last choice), Morton

+ Comments: Support for the No-Build centered on not wanting to see traffic in Newell Creek canyon; auto use will change with gas prices higher and better highways increase traffic problems.

Mitigation

1 Powell (CAC Chairman)

+ Comment: Newell Creek Canyon is unique and secluded. Typical sections in the Draft EIS are most inappropriate. Canyon deserves separated roadway with a planted median and thought given to visual effects on the motorist.

* Response: Several modifications were investigated to allow a median strip for planting vegetation. It would have cost about $1 million more due to additional earthwork. In addition, this would have resulted in taking 14 feet of natural vegetation in order to gain 10 feet of planted median. Further, provision of concrete median barriers (during initial construction or later) will be necessary. A 76-foot roadway with an 8-foot paved median is proposed. Included in the contract will be a requirement for special planting of trees, shrubs and natural plants on slopes and cleared areas.

+ Comment: plans are adequate for protecting fish and spawning beds in the lower portion of Newell Creek.

+ Comment: slide potential should be handled.

* Response: Detailed investigations will be done to determine specific slide hazards and recommend specific measures to stabilize any slides, thereby preventing or at least minimizing slide hazards.

2. Thomas

+ Comment: preserve Newell Creek as a scenic driveway.

* Response: The drive through the canyon will be very aesthetically pleasing; special measures will be taken to preserve vegetation and plant shrubs and trees on the slopes.

3-4 Trachsel, Dugan

+ Comment: desires access road or tunnel to separated property.

* Response: Several options for mitigation of landlocked property are available:

-Damages can be paid for the parcel either for the loss in market value or for the "cost of remedy".

-Buy the parcel.

-Buy and build a public road (when two or more properties are involved).

-Buy an easement to the property and pay reduced damages, but state would not build the road.

-Buy and build a frontage road to serve the property.

-Trade the parcel for other land, if acceptable to the property owner.

The course of action pursued by the department would be the one most economical to the state.

The recommendation as to what will be done for each individual parcel is normally made in the right-of-way liaison report. This report will be prepared before the actual right-of-way acquisition process starts. Final determination of the disposition of the property will be made during negotiations for the parcel.

5-6 Fouch, Sanders

+ Comment: wants an overpass at Beaver Creek Road.

* Response: Traffic projections through year 2000 do not indicate the need for an interchange at Beaver Creek road. However, the design of the bypass will enable one to be built should one be necessary in the future.

7 Wanke

+ Comment: move road toward the college as opposed to taking small properties; put road on the property lines between small property owners and the college.

* Response: The proposed location of the bypass is a reasonable compromise between the desires of Clackamas Community College, which wanted the road further to the west, and adjacent landowners who wanted the bypass moved to the east.

8 Buttolph

+ Comment: requests traffic signal preemption devices for Clackamas County Fire District quick response vehicles.

* Response: These devices cannot be part of the project. These would have to be purchased by the Fire District.

Miscellaneous Public Comments

1. Powell, CAC Chairman

+ Comment: excessive time elapsed while the Draft EIS was being written, which results in escalated costs, suspense and inconvenience.

* Response: ODOT has and is proceeding with the project with all due speed and is cognizant of the need for construction to begin as soon as possible.

2. Bean

+ Comment: build before costs get out-of-hand.

+ Response: Construction will occur after approval of the project is received.

3. Thomas

+ Comment: don't disrupt the environment to build the highway, then again to build the sewer system; work together.

* Response: Funding for the sewer trunk line through Newell Creek canyon is uncertain at this time. If construction of the trunk line is planned during the construction of the bypass, coordination will occur.

4. Hasher

+ Comment: why spend money when we don't have gas.

* Response: Traffic projections, which take into consideration limited gasoline supplies; would still warrant construction of the bypass.

+ Comment: cannot sell property because of the indecision on the bypass, interested in selling and leaving.

* Response: The decision on the route has been made, thus enabling nearby landowners to make decisions.

5. Wanke

+ Comment: doesn't favor bypass through his property.

* Response: The final route selected is the one that most people and decision-makers favor.

6. Sanders

+ Comment: would like to keep spring.

* Response: Every feasible and practical effort will be made to protect the spring. If it is not feasible, just compensation will be paid.

7. Edwards

+ Comment: traffic on Molalla Road south of the bypass is a concern.

* Response: If it appears that the traffic on Molalla Road south of the bypass warrants detailed study, such investigation shall occur.

8. Church

+ Comment: if bypass goes through the canyon, it will be lost forever. Holly Lane is already transformed and a road would not make much difference.

* Response: It is unfortunately true that the natural character of the canyon will be lost. But the perception of the public is that location of the bypass close to the Holly Lane neighborhood will result in severe effects to the social environment, which outweighs the effects to the natural environment in Newell Creek Canyon.

9. Martinson

+ Comment: wants an additional off ramp that will lead to the I-5 bridge over the Willamette, so that traffic going to the south, Lake Oswego or Tualatin, Beaverton/Portland Community College and Tigard do not have to crowd the Park Place interchange.

* Response: An additional access point to the bypass would not be in keeping with the policy of the Metropolitan Service District to limit the access to 4 points between the two project termini. Furthermore, other problems are evident: cost of an interchange would be high and possibly beyond the funding capabilities for the project; additional right-of-way needs and engineering problems.

CORRESPONDENCE

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-3

5 July 1979

Environmental Section
July 10, 1979

E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
R. N. Bothman
E. L. Hardt
Maury Payne
Jef Kaiser
Cliff Christianson
Glen Green

Mr. Gary A. Potter
Manager, Environmental Section
Oregon Department of Transportation
Salem, OR 97310

Dear Mr. Potter:

We have reviewed the Draft Environmental Impact Statement for the Park Place - Clackamas Community College (Oregon City Bypass) project on Oregon Highway 213.

A thorough discussion of wetlands is included in the Environmental Impact Statement and we note your intentions to minimize the use of fill in these areas. More detailed coordination with our Navigation Division, Regulatory Functions Branch would be desirable wherever culvert and fill stream crossings are selected in lieu of bridge crossings.

On page 34 you mention that "some wetlands may be enlarged because of project construction." Please advise us of areas in which wetlands may be created.

Thank you for providing the opportunity to comment.

Sincerely yours,

J. C. HUETTER
Acting Chief, Engineering Division

FOLLOWERS OF CHRIST CHURCH
OFFICE
1023 Bullard st., Oregon City, Oregon 97045
Telephone - 656-3903 - 656-6691

ENVIRONMENTAL SECTION
August 8, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
R. N. Bothman
Ed Hardt
Maury Payne
Jef Kaiser
Cliff Christianson
Glen Green

August 1, 1979

Robert N. Bossman, Administrator
Metropolitan Branch
Oregon Department of Transportation
5821 N.E. Glisan
Portland, Oregon 97213

Dear Mr. Bossman:

As you know, our church owns property on which the church is located at 19394 South Molalla Avenue, a portion of which is located within the proposed Segment 3 described in the draft environmental impact statement for the Oregon City bypass. Our church has over 1,200 members, and at our last meeting we voted unanimously to request that you adopt the modified route for Segment 3 as described on page 72 of the draft environmental impact statement, thus moving the right of way as far east as possible.

In addition we request that noise impact on the church be reduced by the use of sound barriers located between the church property and the bypass and contructed as a part of the bypass project.

Finally, we would like to remind you that the church presently fills its existing parking lot during church services and that we therefore cannot afford to lose any of our parking.

Thank you for your consideration.

Very truly yours,
FOLLOWERS OF CHRIST CHURCH

By R. H. Kith
President

By Glenford Lee
Secretary

VICTOR ATIYEH
GOVERNOR

Executive Department
INTERGOVERNMENTAL RELATIONS DIVISIC
ROOM 306, STATE LIBRARY BLDG., SALEM, OREGON 97310

ENVIRONMENTAL SECTION
August 8, 1979

August 7, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
R. N. Bothman
Ed Hardt
Maury Payne
Jef Kaiser
Cliff Christianso
Glen Green

Gary Potter
Environmental Section
412 Transportation Bldg
Salem, OR. 97310

Dear Mr. Potter:

RE: Park Place-Clackamas
Community College
PNRS 7906 4 680

Thank you for submitting your draft Environmental Impact Statement for State of Oregon review and comment.

Your draft was referred to the appropriate state agencies. The Division of Environmental Quality, Fish and Wildlife, Forestry and Historic Preservation offered the enclosed comments which should be addressed in preparation of your final Environmental Impact Statement.

We will expect to receive copies of the final statements as required by Council of Environmental Quality Guidelines.

Kay Wilcox

KAY WILCOX, A-95 COORDINATOR

KW:cb
Enclosures

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Dep. off. atty,

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

RECEIVED
1979

PNRS STATE REVIEW

Project #: 906 4 580 Return Date: JUL 20 1979

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(✓) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

Please see attached comments.

Agency DEQ By Howard M. Harris

Department of Environmental Quality
Noise Pollution Control Section Comments
on the Draft E.I.S. for Park Place
Clackamas Community College, Oregon City Bypass
(7.00-4-0.0)

The noise analysis in the Draft E.I.S. for the Oregon City Bypass project was well written and adequately describes the noise impacts. The following list of alternatives are ranked by their noise impact potential:

1. Corridor B route
2. Corridor A route
3. No-Build

Corridor B has the least impact potential.

Both corridor alternatives A and B will reduce the noise levels on the local Oregon City street system. However, corridor alternatives A and B will increase the noise level by about 20 dBA along their corridors. Most of the noise sensitive properties affected by this increased ambient noise level are located along corridor A. A 20 dBA increase is a very significant noise impact. To minimize the impact to existing property, the Noise Section recommends acoustical barriers be constructed for corridors A and B.

Most of the land surrounding corridors A and B is presently vacant. However, they are inside the Oregon City urban growth boundary and zoned for residential use. To minimize future noise impacts, the Noise Section recommends land-use noise mitigation measures be developed for the project and submitted to local land-use agencies.

Recommendations

The Noise Section recommends:

1. Corridor B be selected for construction since it has potentially the least noise impact,
2. Acoustical barriers be constructed to protect existing noise sensitive properties, and
3. Land-use noise mitigation plans be developed and submitted to local planning agencies to protect future noise sensitive property.

Norman L. Jette/pw
7/19/79

are being made. However, for this project there are real physical differences between Corridor A and Corridor B. The rollback technique is not sensitive to those differences.

For projects where alternative corridors are being considered, the nearest receptors in each corridor should be identified and a diffusion model, even one that is not locally calibrated, should be run to bring out any comparative differences between the alternative routes.

For the Final Environmental Impact Statement, we recommend that ODOT include a discussion of any differences between the two corridors from an air quality standpoint.

STATE OF OREGON INTEROFFICE MEMO

ENVIRONMENTAL QUALITY 229-6086
DEPT TELEPHONE

TO: Intergovernmental Relations Division DATE: August 6, 1979

HH
FROM: Howard Harris, Air Quality Division

SUBJECT: Comments on Draft Environmental Impact Statement (DEIS) for Park Place-Clackamas Community College (Oregon City Bypass) - Oregon 213

The Traffic and Air Quality sections of the DEIS, although well written and easy to read, are too generalized to facilitate critical review. The Department has, therefore, focused its review on the Air Quality Analysis report. Given the large amount of carbon monoxide (CO) monitoring data combined with the local meteorological data and traffic counts, we believe that a good calibration of a CO model should have been possible. The inability to calibrate AIRPOL-4 to the local data may be due to causes other than inherent weaknesses in the predictive capability of AIRPOL-4.

As a matter of fact, the Department calculated 8 hour average CO concentrations, one for perpendicular wind and one for parallel wind at the Oregon City Retirement Home, based on Department derived emission factors broken down by speed and vehicle type and the 1977 traffic data furnished by ODOT. This data was input into Rick Wood's AIRPOL-4 nomagraph equations. Washington Street was the only link used for traffic input. Under the parallel wind condition, with a wind speed of 1.2 miles per hour, the calculated maximum one hour CO concentration was 24.0 mg/m^3 and the weighted eight hour average CO concentration was 8.3 mg/m^3. For the perpendicular wind case, CO concentrations were 5.9 mg/m^3 and 3.3 mg/m^3 for the maximum one hour and eight hour average concentrations, respectively. If one assumes a background 8 hour average CO concentration of 3 mg/m^3 and adds this to the average of the perpendicular and parallel wind cases, the result is 8.8 mg/m^3, which would fall within the range of the high values monitored at the site.

One of the possible differences between our analysis and the ODOT analysis is the magnitude of cold and hot start percentages used. The Department's emission factors are based on a cold start and hot start percentage of 34.1% and 28.1%, respectively. We would be interested to know what percentages were used by ODOT for AIRPOL-4. We suspect that they are much lower than ours, which were used in the State Implementation Plan CO modeling. Such a perception is based upon the relatively low percentages shown for the Total Emissions Analysis. Before we can accept such low percentages, detailed documentation should be provided outlining exactly how the ODOT values were derived.

For future work, the Department recommends that ODOT either use 34.1% and 28.1% cold and hot percentages or the national average values.

The use of the rollback technique to predict future CO concentrations is not recommended, but would be acceptable where the physical characteristics of the monitored site are similar to the non-monitored areas for which projections

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: ____________ Return Date: ____________

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

The Oregon Department of Fish and Wildlife found that the draft EIS does not contain enough information for an assessment of the impact of the different alternatives on the aquatic resources of Newell and Abernathy creeks. Detailed maps showing the stream affected by each of the different alternatives are needed.

The lower section of Newell Creek contains some excellent rearing area for winter steelhead. We could not determine if any of the alternatives included stream channel changes in this area of concern.

The text reports that sufficiently wide buffer strips will be left between the streams and highways on Corridor B and B Modified (p. 33). It also states that the buffer strips would be 100 feet or more in width depending on the physical characteristics of the affected area. We need some detailed drawings that illustrate how steep the slopes are and how the proposed highway is aligned in relation to the stream channel, so we can determine if the proposed buffer is adequate.

Agency [illegible] By Jerry [illegible]
08/01/79 Environmental Management Section

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Return Date: [illegible]

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

(X) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

The Oregon State Department of Forestry favors segment 2-A if the decision to build is accepted. This segment has the least "to build" impacts on Statewide Planning Goal 4 and the associated fish and wildlife habitat area.

We also suggest the planting of trees on any sound barriers built, to further dispense the sound waves, to provide a means to help clean the air and to provide life giving oxygen.

Agency Forestry By Philip D. Brogan

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: Park Place-Clackamas Community College

PNRS #: 7906 4 680

DATE: August 9, 1979

The State Clearinghouse has received additional comments from Land Conservation & Development subsequent to our conclusion letter of August 7, 1979 please see copy (ies) attached for your attention.

ENVIRONMENTAL SECTION
August 9, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
R. N. Bothman
Ed Hardt
Maury Payne
Jef Kaiser
Cliff Christianson
Glen Green

Additional Clearinghouse comments:

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Return Date: ____________

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

(X) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Oregon City Bypass

Remarks

any archeological data derived from surveys, if undertaken for the final, be incorporated into the text.

Agency SHPO

By David G. Talbot

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon, 97310
Phone Number: 378-3732

PNRS STATE REVIEW

Project #: 7906 4 080 Return Date: JUL 20 1979

ENVIRONMENTAL IMPACT REVIEW PROCEDURES

If you cannot respond by the above return date, please call to arrange an extension at least one week prior to the review date.

ENVIRONMENTAL IMPACT REVIEW
DRAFT STATEMENT

( ) This project has no significant environmental impact.

( ) The environmental impact is adequately described.

( ) We suggest that the following points be considered in the preparation of a Final Environmental Impact Statement.

( ) No comment.

Remarks

ODOT should continue the coordination with Gladstone, Oregon City and Clackamas Counties.

Agency LCDC By Linda Macpherson
August 2, 1979

IV.

Department of Land Conservation and Development
Review # 7906 4 680

This project and its related land use implications must be coordinated and consistent with the City of Oregon City Comprehensive Plan and efforts to update the Plan. (The Comprehensive Plan was Acknowledged by the LCDC on 7/1/79.)

Either Federal Highway Admin. or the City is responsible for determining compliance with its Plan and implementing ordinances prior to the commencement of this project. This determination may be made by the City with the opportunity for public and agency review. Their comments on these permits should inform the Federal Highway Admin. of the status of local review and include a copy of local findings if any action has been taken.

The Federal Highway Admin. must determine compliance with the appropriate Goals if the local government has not provided a sufficient determination to the state agency.

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Environmental & Technical Services Division
P.O. Box 4332, Portland, OR 97208

August 10, 1979 FNW5:SC

Mr. Gary A. Potter, Manager
Environmental Section
Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Potter:

The National Marine Fisheries Service (NMFS) has reviewed the draft environmental impact statement for Park Place - Clackamas Community College (Oregon City Bypass) - Oregon 213.

In order to provide as timely a response to your request for comments as possible, we are submitting the following comments to you directly, in parallel with their transmittal to the Department of Commerce for incorporation in the Departmental response. These comments represent the views of the NMFS. The formal, consolidated views of the Department should reach you shortly.

General Comments

Although the DEIS presents the environmental impacts anticipated with the various alternatives, the information given is not detailed enough to determine specific impacts. In order for NMFS to adequately evaluate the highway proposal, we need to know exactly where the channel changes will be located on Abernathy and Newell Creeks for each alternative. This we could not determine from your DEIS. We recommend that you discuss this information with the fish and wildlife agencies, and that detailed information be included in the final environmental impact statement.

Sincerely yours,

Dale R. Evans
Division Chief

ENVIRONMENTAL SECTION
August 13, 1979

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walter Hart
R. N. Bothman
Ed Hardt
Maury Payne
Jef Kaiser
Cliff Christianson
Glen Green

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

ER 79/630

SEP 14 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
530 Center Street NE
Salem, Oregon 97301

Dear Mr. Green:

This is in response to the request for the Department of the Interior's comments on the draft environmental statement for SR-213 (Oregon City Bypass from Park Place to Clackamas Community College), Clackamas County, Oregon.

GENERAL COMMENTS

In general, the document adequately covers the subjects for which this Department has jurisdiction and review expertise. There are several areas, however, that need clarification in the final statement.

ENVIRONMENTAL STATEMENT COMMENTS

Page 24, Para. 3. This paragraph states that floodflows of 1,500-2,000 cfs "would not be uncommon." As written, these flows seem to be attributed to Newell Creek. If so, they are about an order of magnitude too high, according to recent flood studies by the U.S. Geological Survey (Open-File Report 79-553).

Page 25. Aquatic Habitat and Fisheries. The draft statement would be more easily understood if it included: 1) an in-depth discussion of the measures to be implemented to mitigate fish and wildlife impacts and 2) a comparative summary (similar to Table 41 on Page 31) of the unavoidable impacts.

Page 28, Para. 6. The discussions of geology, hydrology, and water quality are generally good, except for the absence of quantitative data. This paragraph for instance states: "Sedimentation would also increase as a result of construction, on a medium to long-term basis. Because of the higher flows, the sediment yield would be higher. The distance Corridor A is from the streams would reduce sediment amount, but the surface runoff increase would still cause channel adjustment and contain various roadway pollutants."

Considering the importance of Newell Creek to fishery resources, some attempt should be made to quantify the effects of constructing the bypass on suspended sediment, turbidity, and any toxic pollutants (such as lead or zinc) that might wash from the roadway. (Analyses of street sweepings in Portland indicate that sizable concentrations of lead, zinc, and other constituents could be expected to wash from roads into adjacent drainageways.) Estimates should be made of what the concentrations of these constituents would be in the creek, after construction. Degradation of water quality is likely to be an important impact because both alternative corridors run along Newell Creek Valley for more than two miles, more than half the basin length.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

The statement lacks an indication of other interrelated Federal actions such as the need for permits (Section 404 and/or Section 10) from the Corps of Engineers for dredge, fill, and channelization in project implementation. While the draft statement adequately describes existing fish and wildlife resources and impacts are discussed in a general fashion, there is inadequate information concerning site-specific location, design and measures to minimize harm for a full understanding of the interrelated Federal actions. Accordingly, the comments on this statement do not preclude additional and separate evaluation and comments by the Fish and Wildlife Service (FWS), pursuant to the Fish and Wildlife Coordination Act on the permit applications. In review of the permit applications, FWS may concur, with or without stipulations, or object to the proposed work depending on project effects which are identified and evident at that time.

FWS has noted that project adjustments to Corridor A-Modified are discussed in general terms only except for Abernathy Creek where elimination of this channel change would ". . . greatly reduce adverse impacts." Information at the top of page 29 shows that "The channel change at the mouth of Newell Creek may be reduced or eliminated with Corridor A-Modified." Based on its intimate knowledge of the area and the assumption that Newell Creek channel changes can be eliminated, FWS advises that it would probably concur to a 404 permit for such other actions as are needed to implement Corridor A-Modified. FWS's present belief is that it would oppose Corridor B because of its potential severe adverse impacts on the stream ecology and acquatic environment. To this, we would add that Corridor B does not appear to comply with Executive Order 11990 and DOT Secretarial Order 5660.1.

Should appropriate site-specific information be available, FWS would be pleased to cooperate and coordinate with you, the Oregon Department of Transportation, the Oregon Department of Fish and Wildlife, and the Corps of Engineers in tentative resolution now of factors related to the needed permits. Inclusion of this information in the final statement should serve for NEPA compliance for all interrelated actions. Indeed, we think it essential that this additional "scoping" must be carried out now to comply with the views of the Secretary of Transportation in his letter of January 10, 1979, to the Secretary of the Interior.

SUMMARY COMMENTS

We recommend that FHWA consider adopting Corridor A-Modified because of its lesser environmental impacts. Based on present information, we are opposed to Corridor B.

The Fish and Wildlife Service would be pleased to provide technical assistance in further project evaluation regarding dredge, fill and channelization matters. The field office assigned this responsibility is the Area Manager, Fish and Wildlife Service, U.S. Department of the Interior, 4620 Overland Road, Boise, Idaho 83705 (phone: FTS 554-1960).

Thank you for the opportunity to offer these comments.

Sincerely,

Larry E. Meierotto
Assistant SECRETARY

cc: Mr. Robert A. Burco
Director, Oregon State
Department of Transportation
State Highway Building
Salem, Oregon 97310

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

REPLY TO ATTN OF: M/S 443

SEP 18 1979

Gary A. Potter, Manager
Environmental Section
Oregon Department of Transportation
Salem, Oregon 97310

Dear Mr. Potter:

We have reviewed the draft Environmental Impact Statement (EIS) for the Oregon City Bypass in Clackamas County, Oregon, and offer the following comments for your consideration:

AIR QUALITY

1. Our primary concern with the air quality analysis is the unusually low correlation between the computer model and monitored data. The Airpol-4A model has shown a high correlation in several studies, and should not be immediately disregarded. Rather than using the "rollback" technique to predict air quality concentrations, we suggest a more concerted application of the Airpol-4A or that another acceptable diffusion model be used.

We also recommend that the monitoring samples used should be adjusted to account for morning peak hour traffic to obtain a worst case basis for comparison with the model results. We also suggest that, in the future, 8-hour, rather than 12-hour, sampling periods would be more appropriate to be consistent with 1-hour and 8-hour computer predictions.

2. The analysis does not differentiate between the conditions on the two different corridors "A" and "B." The differences in the terrain of each corridor could affect pollutant concentrations. Also, the monitors should be placed at the edge of the right-of-way to account for line sources and avoid complex areas such as intersections. Data collected should also be seasonally adjusted.

3. It should be noted that average daily traffic (ADT) volumes can only be approximately interchanged for the same calendar year (p. 6-52). This is due to several factors including the effects of the Federal Motor Vehicle Control Program and changes in vehicle mix and emissions. These should be clarified in the text.

NOISE

1. To better comprehend the impacts this project would have on surrounding residences, the sound level readings, preferably L_{dn} and/or L_{eq}, should be presented for each of the thirteen sites. These can then be compared to future estimates of what the sound levels will be once construction has been completed.

2. In discussing mitigation measures, the purchase of residences should also be listed as an alternative, especially for areas receiving high noise levels or subject to levels which would increase significantly.

The Environmental Protection Agency has rated this draft EIS LO-2 (LO - Lack of Objections; 2 - Insufficient Information). This rating will be published in the Federal Register in accordance with EPA's responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act.

Thank you for the opportunity to review this draft EIS. If you have questions or would like to discuss these comments, please contact either Kathy Davidson or me at (206) 442-4011 or (FTS) 399-4011.

Sincerely yours,

Alexandra B. Smith

Alexandra B. Smith, Chief
Environmental Evaluation Branch

cc: G. Green, FHWA

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Division of Ecological Services
Portland Field Office
727 N.E. 24th Avenue
Portland, Oregon 97232

RECEIVED
MAR 3 1980
Environmental Section

Reference: ES

February 27, 1980

Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Mr. Leon Brock

Dear Sir:

This summarizes comments and recommendations provided by Larry Rasmussen and Marvin Yoshinaka of our staff at the February 12, 1980 meeting concerning the Oregon City Bypass Project.

In general, we remain extremely concerned about the overall impact that the Newell Creek route (Alternative B) would have on fish and wildlife habitats in the Newell Creek Canyon. This alternative would locate a major highway in the center of a presently undeveloped stream canyon. Newell Creek presently supports naturally maintained runs of coho salmon, steelhead trout, and cutthroat trout. Riparian and upland habitats also support a variety of wildlife species in a relatively undisturbed setting. The location of Newell Creek Canyon next to Oregon City and the urbanizing area near Clackamas Community College makes it particularly valuable to wildlife whose habitat is steadily being diminished. It is our concern that this highway and its associated disturbance will greatly reduce use of the Newell Creek area by fish and wildlife. We, therefore, continue to recommend that Alternative Route A which would have fewer damaging impacts on fish and wildlife, be chosen for this project.

Should Alternative B be selected for this project, we would recommend that the following measures be taken to mitigate losses suffered by fish and wildlife. These measures will not fully compensate for these losses since all lost habitat cannot be totally replaced.

Wetlands Mitigation -- Sites proposed by the Highway Division for development of wetlands to mitigate project-caused losses appear to be acceptable. We would also support plans to develop additional wetlands or water retention areas below the highway along upper Newell Creek provided they are not located within 100 feet of the stream. Possible collection of highway runoff from the lower Newell Creek drainage for discharge into Abernathy Creek was also proposed by Highway Division representatives. We would prefer that wetlands or

AMERICAN REVOLUTION BICENTENNIAL 1776-1976 ponds be used to retain runoff for slow release into lower Newell Creek. We request that you investigate the feasibility of developing ponds or wetlands in this area. We also request that all potential wetland development sites and measures be planned and reviewed in close cooperation with the Oregon Department of Fish and Wildlife's (ODFW) designated representative.

Stream Crossings -- All stream crossings should be designed and constructed so that existing stream widths, gradients, velocities, and bottom substrates are not changed. Culvert diameters of 14 feet as recommended by the ODFW should provide adequate conditions for fish passage.

Buffer Strips -- We support the ODFW's recommendation that a 100 foot wide vegetated buffer strip be maintained between the highway and streams.

Land Acquisition --Transfer of land into public ownership for use by wildlife would help protect such areas from future losses. However, acquisition cannot be considered to be a mitigative measure unless specific steps are taken to improve existing habitat conditions. We recommend that two areas be considered for acquisition as part of the Oregon City Bypass Project. One area consists of a wetland located next to Wetland Area E' and the eastern boundary of the Rossman landfill. The second area is located on the east side of lower Newell Creek and is composed of land parcels whose access would be severed by the proposed highway. The present quality of habitat at each site is unknown and opportunities for habitat improvement may exist. We recommend that fish and wildlife agencies be consulted to determine if habitat improvement measures are feasible or desirable in these areas.

Thank you for the opportunity to participate in the planning for this project. Please keep us informed of any future changes in project plans as they occur.

Sincerely,

Patrick L. Wright

for John W. Kincheloe
Field Supervisor

cc:
ODFW

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
OFFICE OF THE DIRECTOR
506 S.W. MILL STREET, P.O. BOX 3503, PORTLAND, OREGON 97208

March 6, 1980

MA PDM PDE TSE SPC
ODOT - METRO
MAR 07 1980
AMS PPS PPC FILE T/A

Mr. Leon Brock
Oregon State Highway Division
5821 N. E. Glisan Street
Portland, Oregon 97213

OREGON CITY BYPASS

Dear Mr. Brock:

The Oregon Department of Fish and Wildlife wishes to summarize the comments made at the February 12, 1980 meeting concerning the Oregon City Bypass Project.

Newell Creek, in its existing condition, supports a natural run of coho salmon, steelhead trout, and cutthroat trout. The canyon itself is in a rather natural state and provides habitat for many wildlife species. The proposed bypass route (Alternative B) would have significant impacts to the area. Therefore, our Department would prefer Alternative Route A that bypasses the Newell Creek canyon.

However, many other factors were involved in the Highway Division's decision to pursue Alternative B. If the Newell Creek route is selected as the preferred alternative by the Highway Division, we would recommend the following mitigative measures.

Fish Passage. Fish passage shall be maintained at the Newell Creek Crossing. We recommend an open bottom arch culvert of at least 14 feet in width that maintains the existing stream meanders. We also recommend that stream bank disturbance during construction be kept at an absolute minimum.

Construction Timing. To minimize disturbance of fish migrations and spawning, all in-water activities shall take place between July 1 and September 10.

Buffer Strips. A minimum of 100 feet shall be left undisturbed between Newell Creek and the toe of the highway fill.

Abernathy Creek Culverts. These culverts shall be placed at zero gradient and below streambed elevation.

Runoff. In the section below the Newell Creek crossing, the highway should be designed to transport as much storm runoff as possible into Abernathy Creek. This would help maintain Newell Creek water quality for fish spawning and rearing. If diversion of the runoff is not practicable, we would recommend wetland creation or retention ponds above the highway to release storm runoff as slow as possible.

Any wetland creation in the upper Newell Creek canyon shall have a 100-foot buffer between the wetland and Newell Creek.

Land Acquisition. We support the U. S. Fish and Wildlife Service recommendation to acquire several parcels of undeveloped land in the area to assure wildlife protection.

We hope these comments will help in your planning process. If we can be of further help in explaining our position, please call me at 229-5680.

Sincerely,

Brent O. Forsberg

Brent O. Forsberg
Staff Biologist
Environmental Management Section

cc: U. S. Fish and Wildlife Service, Marv Yoshinaka
Oregon State Highway Division, Priscilla Harney
Jay Massey

BOF:ek

INDIRECT SOURCE CONSTRUCTION PERMIT

VICTOR ATIYEH
GOVERNOR

Department of Environmental Quality

522 SOUTHWEST 5TH AVE. PORTLAND, OREGON

MAILING ADDRESS: P.O. BOX 1760, PORTLAND, OREGON 97207

RECEIVED
MAY 09 1980
Environmental Section

May 2, 1980

Oregon State Highway Division
Attn: Mr. Gary A. Potter
412 Transportation Building
Salem, OR 97310

Re: Oregon City Bypass
AQ Highway File No. 03-8008
Indirect Source Construction Permit
Date of Issuance May 2, 1980

Gentlemen:

The Department has reviewed the information submitted with and in support of your application for construction of the above-referenced indirect source. It is understood that the proposed facility is to be located at Oregon City.

The Proposed Indirect Source is approved for construction and operation subject to the conditions set forth in the Indirect Source Construction Permit.

If you wish to appeal any of the conditions or limitations contained in the attached permit you may request a hearing before the Environmental Quality Commission or its authorized representative, pursuant to ORS Chapter 183 and OAR, Chapter 340, Section 14.025(5). Such request for hearing shall be made in writing to the Director on or before 14 days following the date of issuance.

You are urged to carefully read the permit and to take all possible steps to comply with the conditions contained therein so as to minimize degradation to the environment of Oregon.

Sincerely,

E. J. Weathersbee
Administrator
Air Quality Division

HWH:b
AB1363
Enclosure
cc: Clackamas County Planning Agency
Jef Kaiser, ODOT
Northwest Regional Office

Permit Number: 03-8008
NCIS No.: 03-8008
Issuance Date: May 2, 1980
Page 1 of 3

INDIRECT SOURCE CONSTRUCTION PERMIT

Department of Environmental Quality
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

Issued in accordance with the provisions of
ORS 468.310 and OAR 20-100 through 20-135

INDIRECT SOURCE:

Cascade Highway - Park Place to Clackamas Community College

ISSUED TO:

Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

SOURCE SITE:	**County:**
Oregon City	Clackamas

ISSUED BY THE DEPARTMENT OF ENVIRONMENTAL QUALITY

Michael Downs for — MAY 2 1980
William H. Young, Director — Date

Permitted Activities

Until such time as this permit is modified or revoked, the Oregon State Highway Division is herewith permitted to construct and operate the above indirect source.

The specific listing of requirements, limitations, and conditions contained herein does not relieve the permittee from complying with all other rules and standards of the Department.

Permit Conditions for Highway Sections

1. The Highway Section approved for construction and operation shall be as follows:

   Cascade Highway between Park Place Interchange and Molalla Road.

Reporting Requirements

The following reporting requirements shall be a condition of this permit:

2. If construction of the facility approved by this permit has not been completed within 15 months after the issuance date of this permit, the permittee shall submit reports of construction progress to the Department. Such reports shall be submitted initially 15 months after the issuance date of this permit and shall be submitted thereafter annually on the anniversary date of the permit until such time as the permitted construction is completed and the NCIS form has been submitted to the Department. Failure to comply with this condition may constitute justification for revocation of this permit.

Special Conditions

The following special conditions shall be a part of this permit:

3. The permittee shall at all times conduct dust suppression measures to meet the requirements set forth in "Fugitive Emissions" and "Nuisance Conditions" in OAR, Chapter 340, Sections 21-050 through 21-060.

Notice of Construction

4. A notice of construction form, number NC-IS 03-8008 shall be completed and submitted to the Department following construction and prior to operation of this facility.

General Conditions

G1. This permit is subject to revocation for cause, as provided by law, including but not limited to:

a. Misrepresentation of any material fact or lack of full disclosure in the application including any exhibits thereto, or any other additional information requested or supplied in conjunction therewith.

b. Violation of any of the requirements, limitations, or conditions contained herein.

c. Initiating or completing any modifications of this facility which are subject to review by the Department under OAR Chapter 340, Sections 20-100 through 20-135, without prior notice to and approval by the Department.

d. Failure to commence construction of this facility prior to 18 months following the date of issuance of this permit by the applicant.

e. Failure to commence construction of any planned incremental phase of the facility within 18 months of the time period stated for that phase in this permit.

f. Violation of any applicable statute or rule, standard, or order of the Environmental Quality Commission or the Department.

G2. The Director may grant extensions of the time periods stated in this permit upon a satisfactory showing by the permittee that such extension is justified.

G3. Prior to sale or exchange of the indirect source, the owner shall:

a. Notify the Department and supply the following information:

1) Name of new Owner and address of new Owner

2) Responsible person to contact

(a) Address
(b) Telephone number

b. Inform the prospective owner of the requirements, limitations, or conditions contained herein.

NOTE: A new permit with the same conditions as this permit will be issued to the new owner automatically, unless changes in operation of the facility will significantly increase motor vehicle-related emissions. In the case of a change in operations, a review of the changes would be made and appropriate permit conditions developed to ensure compliance with Department rules.

State of Oregon
Department of Environmental Quality
Air Quality Division
522 Southwest Fifth, Portland, OR 97204
Mailing Address: Box 1760, Portland, OR 97207

NOTICE OF COMPLETION OF INDIRECT SOURCE

This form is to be completed and forwarded to this office upon completion of the construction, installation or establishment of:

Oregon City Bypass

NCIS 03-8008

Date May 2, 1980

Department of Environmental Quality
Air Quality Division
Box 1760
Portland, OR 97207

Attn: Planning and Development Section

Gentlemen:

The construction, installation or establishment of the parking facility or highway facility described above was completed on ____________________ and will be in operation by ____________________.

____
Signature

____
Title

AB1364/b

STATE HISTORIC PRESERVATION LETTER

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

June 24, 1980

In Reply Refer to
File No.:

Pieter Dykman
Reseach Coordinator
Environmental Section
412 Transportation Building
Salem OR 97310

ATTN: Maxine Banks:

Dear Mr. Dykman:

RE: Park Place-Clackamas Community College
Archeological Clearance

This letter is in response to the cultural resource survey carried out to assess impact of the above-mentioned project on historic and archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no cultural resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with and the project may go forward as planned.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:nmw

Form 734-3122

Form E-39 (Rev. 9-71)

9728

ORE CITY BYPASS

OREGON STATE HIGHWAY DIVISION

Planning File No. ____

AUTHORITY FOR SURVEY

Section Park Place-Clackamas Community College

Date March 28, 1979

Highway Cascade #213 (FAP 78)

Authorization No. 3

County Clackamas

Survey Prefix 103-1964 (Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly end of the survey is the I-205 Park Place Interchange; the southerly end of the survey is 500' south of Clackamas Community College entrance on Hwy. 213; the overall length of the survey is 3.8 miles.

Proposed: 4 lanes, 4' to 8' shoulders, and 4' to 16' median.

Note: This prefix replaces 103-1967 which has been cancelled

Purpose of Survey: Perform field survey, prepare plans, specifications, and estimate. Provide draft and final EIS for corridor hearing and design hearing.

		Estimate of Cost
Field Survey	(901)	331,000
Citizen Participation	(902)	24,000
City of County	(903)	-0-
Consultant	(904)	-0-
Final Design	(905)	18,000
Bridge Design	(906)	24,000
Preliminary Design	(907)	3,000
R/W Description	(909)	7,500
Soils & Geology	(910)	30,000
Traffic	(911)	21,000
Landscape	(912)	2,000
Liaison R/W	(913)	4,000
Utility	(914)	2,000
Photogrammetry	(916)	20,500
Location Studies	(918)	3,000
Engr. Graphics	(919)	500
Office Engineer	(920)	
Specifications	(921)	4,000
Environmental	(923)	161,000
Air Quality Monitoring	(925)	4,100
Foundation Exploration	(926)	13,500
Seminars	(950)	3,000
Hearings	(980)	6,000
Equal Opportunity	(985)	2,000
Advisory Committees	(986)	-0-
Planning	(924)	7,000

Category I

Funding: e(4) & FAP

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 691,100

Previous authorization 498,500

Additional authorization requested 192,600

Additional authorization approved (Salem) . ____

Total all authorizations approved (Salem) . . ____

Requests made by:

R.T. EWEN, Metro Location Engineer

Recommended for Approval:

Regional Engineer

M. J. KLOTZ, Metro Technical Services Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*23604-734

DON GIFFORD

9928

OREGON STATE HIGHWAY DIVISION

EA1-X
ORE. CITY BYPASS

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date October 20, 1978

Week ending October 20, 1978

Job name Park Place - Clackamas Community College

Highway Cascade #213 (FAP 78)

County Clackamas

Job prefix 103-1964

Anticipated per mile cost of survey

			Unit 1	Unit 2	Unit 3	Unit 4	Total Survey Section
		Unit name					
Mileage	Total		6.0				
	Staked	Preliminary	6.0				
		Location					
Per Cent Complete	Field		80				
	Office		71				
Date of Survey	Started		10/24/77				
	To be completed		12/15/78				
Estimated construction cost			$9,600,000				

Expenditures

This Week Salary $ 1,210

Other

Previous total $186,448

Total (including this week) $187,658

~~Anticipated total~~ $270,000

Authorization

Field (901) $270,000

Per cent expended 70%

Anticipated overrun

Mail address 5821 Northeast Glisan Street
Portland, OR 97213

Signed R R Cameron
R. R. CAMERON

Title Resident Locating Engineer

REPORT OF WEEK ACTIVITIES

The grade & alignment for the 'canyon' route have been established. Design work is now being done on connecting roads at Park Place, Redland Road, Holcomb Road, Maple Lane, Thayer Road, Beaver Creek Road, Clackamas Community College Connection, & Molalla Highway.

The computer model for design of the 'Ridge' route is nearly complete so, that design should be completed in about 2 weeks. The property ownership map is nearing completion.

NOTED
W. N. HACKLEMAN

NOTED
G. C. WILLS

INSTRUCTIONS: Original to Salem office; duplicate to Division Engineer, triplicate to be retained.

(Use back if additional space is required)

Form E-39 (Rev. 9-71)

9928

6

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Park Place-Clackamas Community College

Highway: Cascade #213 (FAP 78)

County: Clackamas

Date: May 12, 1977

Authorization No. 1

Survey Prefix: 103 - 1964
(Assigned by Salem office)

Description of termini, route, length, etc.:

The northerly end of the survey is the I-205 Park Place Interchange; the southerly end of the survey is 500' south of Clackamas Community College entrance on Hwy. 213; the overall length of the survey is 3.8 miles.

Proposed: 4 lanes, 4' to 8' shoulders, and 4' to 16'median.

Purpose of survey:

Perform field survey, prepare plans, specifications, and estimate. Provide draft and final EIS for Corridor Hearing and Design Hearing.

Category I project
FAP 38-78
E4 transfer
CRAG approval 4-28-77

IX-78(1)

		Estimate of Cost
Field Survey	(901)	150,000
Citizen Participation	(902)	10,000
City or County	(903)	-
Consultant	(904)	-
Final Design	(905)	18,000
Bridge Design	(906)	16,000
Preliminary Design	(907)	3,000
R/W Descriptions	(909)	5,000
Soils & Geology	(910)	6,000
Traffic	(911)	9,000
Landscape	(912)	2,000
Liaison	(913)	4,000
Utility	(914)	2,000
Photogrammetry	(916)	6,000
Location Studies	(918)	3,000
Engr. Graphics	(919)	500
Office Engineer	(920)	-
Specifications	(921)	4,000
Environmental	(923)	80,000
Planning	(924)	10,000
Foundation Exploration	(926)	8,000
Seminars	(950)	500
Hearings	(980)	4,000
Equal Opportunity	(985)	
Advisory Committees	(986)	-

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey CRAG . . . $ 341,000

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

DATE

E. T. Ewen, Metro Location Engineer

Recommended for Approval:

R. N. Bothman, Ass't. State Highway Engineer

SP*23604-734

Recommended for Approval:

Location Engineer

Approved:

Technical Services XXXXXXXXXXXXXXX Engineer

[illegible] CONST ☐
FED-AID FE ☒ CONST ☒
[illegible] 9-16-77

H. V

1985 McKay Cr. & Ochoco Cr. Br's 9929
Sec, Madras-Prineville Hwy. NE of
Prineville. (gr, pav, str.)

C+A 8101 4-3-84
1-11-85

OFFICE DATA - OREGON FEDERAL-AID PROJECTS
OREGON STATE HIGHWAY DIVISION

Item No. 40133

Project No. BRF-45(2)

99-1

Project McKay Cr. & Ochoco Cr. Bridges Highway Madras - Prineville County Crook

Type of Work \ Str., R/W Length-Rdy. ______ Brs. ______ Total ______

PR-1 Estimate - Date Submitted 8-21-84 Amount 600,000 Government 480,000 State 120,000 Co. City —

PA Estimate - Date Submitted 12-17-84 Amount 490,229 Government 392,183 State 98,046 Co. City —

Mod Ca- Estimate - Date Submitted 4-23-85 Amount 492,229 - Government 393,783 - State 98,446 - Co. City —

______ Estimate - Date Submitted ______ Amount ______ Government ______ State ______ Co. City ______

______ Estimate - Date Submitted ______ Amount ______ Government ______ State ______ Co. City ______

______ Estimate - Date Submitted ______ Amount ______ Government ______ State ______ Co. City ______

Preliminary Engineering Phase I ______ Phase II ______ Rights of Way ______ Construction 10-24-84 Other ______

Project Agreement - Amount 392,183 Date 12-21-84 State Contract No. 9929 P.P.R. Copy 2-21-85

Modified Agreement - Amount 393,783 Date 5-8-85 State Contract No. ______ P.P.R. Copy ______

1-14-91

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Pro-rata 80% Group 1 100% Group 2 ______ Group 3 ______ Group 8 ______ Group 9 ______

Appn code 118

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 107-1052	Prefix 107-2506	Prefix	Prefix
Final	12-21-90	0.00	380,425.23	1-14-91				
	Total							

FORM 734-3144 (Rev. 11-78)

MCKAY CREEK & OCHOCO CREEK BRIDGES
MADRAS-PRINEVILLE HIGHWAY
CROOK COUNTY

RIGHT OF WAY
TYPE CODE ROW

RIGHT OF WAY	ALL REQUIRED	$2,940.35

CONSTRUCTION
TYPE CODE X080
STRUCTURE NO 2745A & 2746A

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$426,229.43
SFO 1 STRIPING	ALL REQUIRED	$ 489.51
TOTAL		$426,718.94

CONSTRUCTION ENGINEERING

STATE	ALL REQUIRED	$48,872.88
LIQUIDATED DAMAGES	ALL REQUIRED	(3,000.00)
TOTAL PARTICIPATING ENGINEERING		$45,872.88
TOTAL PARTICIPATING COST		$475,532.17

NON-PARTICIPATING PROJECT COST

CONSTRUCTION ENGINEERING	ALL REQUIRED	$81.37
TOTAL NONPARTICIPATING COST		$81.37
TOTAL PROJECT COSTS		$475,613.54

BRF 45(2)

4929

FORM APPROVED BY
COMPTROLLER GENERAL
U.S. MAY 12,1966

U.S. ARTMENT OF TRANSPORTATION
F RAL HIGHWAY ADMINISTRATION

12-31-90

E VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

PAID BY

(For use of Paying Office)

STATE
Oregon 97310

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.
BRF 45(2)

VOUCHER PERIOD
FROM 02 02 84
TO 12 22 89

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
475,613.54	475,532.17	80.00	380,425.73	380,425.73	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE
12/31/90

SIGNATURE OF AUTHORIZED OFFICIAL
ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20 REV 5-78

jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	**REPORT NO.** 4	**COUNTY** Crook	**DIVISION** Oregon
DATE OF REPORT 5/29/87	**REPORT MADE BY** T. P. Lowe, Area Engineer		**PROJECT NO.** BRF-45(2)
COMPLETION DATE (Actual) 10/16/85	**ACCEPTANCE DATE BY CONRTACT AGENCY** 5/23/86	**TIME ELAPSED** 114 %	**CONTRACT TIME** CDC

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MC KAY CREEK & OCHOCO CREEK BRIDGE SECTION
MADRAS - PRINEVILLE HIGHWAY
Grading, Paving & Structures

This project provided for the replacement of two existing structures and the associated approach grading.

The work was completed 20 days after the specified completion date. Liquidated damages have been charged accordingly.

The final cost of $469,729 is four percent under the authorization.

- TPL -

LIVED
HWY ENGR
JUN 8 '87
REFER TO Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Cy
6/11

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE T P Lowe		**SIGNATURE** John T. Price	
TITLE Area Engineer	**DATE** 6/1/87	**TITLE** District Engineer	**DATE** 6/5/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

7929

July 7, 1986

CON 5 - #9929

Industrial Indemnity Company
of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

On June 2, 1986, we wrote to you concerning release of final payment on Contract No. 9929 awarded to K-2 Construction Co. for work on the McKay Creek and Ochoco Creek Bridges Section of the Madras-Prineville Highway in Crook County.

The total contract amount is $423,229.43. No work was performed under force account.

George Bell
Assistant Director

cc: K-2 Construction Co.
P.O. Box 66525
Portland, OR 97266

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9929

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9929

TO: Robert Gormsen
Manager, Commission Services

DATE: May 23, 1986

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9929 , On Site Work Substantially Completed October 16, 1985
All Work Completed	January 23, 1986
Project	McKay Cr. & Ochoco Cr. Bridges
Highway	Madras-Prineville
County	Crook
Type of Work	Grading, Paving & Structures
Contractor	K-2 Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

6/2/86
surety
[illegible]

[illegible]

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9929

FOR[illegible]-9001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION McKay Creek and Ochoco Creek Bridges	WEEK ENDING December 21, 1985	SECTION PREFIX 107-1052
HIGHWAY Madras-Prineville	COUNTY Crook	
NAME OF JOB McKay Creek & Ochoco Creek Bridges	KIND OF WORK Grading, Paving, and Structures	
CONTRACTOR K-2 Construction	CONTRACT NUMBER 9929	FEDERAL AID PROJECT NUMBER BRF-45(2)
DATE OF CONTRACT December 10, 1984	DATE WORK STARTED	ESTIMATED COMPLETION DATE October 31, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 150	WORK DAYS USED CALENDAR DAYS USED 170
PROJECT AUTHORIZATION: $ 490,229.20	SPECIFIED COMPLETION DATE October 31, 1985	PERCENT OF TIME ELAPSED 114
EXCLUSIVE OF ENGINEERING: $ 451,356.40	ENGINEERING AUTHORIZATION $ 38,872.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 425,725.00 ~~451,356.40~~	ENGINEERING COST TO DATE $ 38,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: [redacted] UNDERRUN 5.70%	PERCENT OF AUTHORIZATION . . . . . . 99 %	DATE PROJECT WAS COMPLETED: 10-17-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11	0.11			0.11
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3130 cy	820 ton			1105 ton
TOTAL QUANTITIES CORRECTED TO DATE	1565	970			893
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1565	970			893
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2745A	2746A						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Structures and paving complete.
Semi-final has been submitted to Region
on December 16, 1985. [illegible]
[illegible]

Const: 3
Region: 1
File: 1

SIGNED Jerry Thackery LOCATION BEND

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9929

N.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: November 22, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
E. S. HUNTER

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-45(2)

Contract 9929, Work Completed 10-16-85

Project McKay Cr. & Ochoco Cr. Bridges

Highway Madras-Prineville

County Crook

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 14, 1985

G. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
DEC 3 '85
REFER TO
FO
Info Inves File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Dale Allen
B. M. Walton

CPC/FL4

RECEIVED
NOV 25 1985
OREGON DIVISION

734-2023 (2-85)

11-24

FINAL REPORT on Real Property Negotiations

BRF-45(2)

OREGON STATE HIGHWAY DIVISION

Prineville Stud Co.

File 54641

Sta. 1390+5-+-Lt to Sta. 1391+80+- Lt

Name of owner Prineville Stud Company, an Oregon Corporation

Mail address C/O Jack Rhoden, PO Box 460, Phone No. 447-6212

Prineville, OR 97754 Phone No.

Attorney None Address

Purpose of purchase Temporary Right of Entry

OPTION EXPIRES N/A

Possession Per Exhibit "B" (Possession on Waiver)

Location of property McKay Creek Bridge section of Madras-Prineville Highway in Crook County.

Street address or Sec. T.R. A parcel of land in Sec. 26, T 14S, Range 15E, W.M. Crook County, OR

How does taking affect remaining property? No adverse Affects
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Agricultural. Subject is zoned E.F.U.-2, Exclusive Farm Use.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: 0.06+- Acre, Two year temporary Right of Entry for detour road - - -	$150.00
IMPROVEMENTS: Fencing (To be constructed by State. See obligations below)-	-0-
DAMAGES: None -	-0-
TOTAL CONSIDERATION: - - - - - -	$150.00

TERMS AND CONDITIONS:

1. The term and duration of this right shall be for a period of two (2) years from date hereof, or completion of the McKay Creek Bridge Section of the Madras-Prineville Highway, whichever is sooner.

2. That grantee shall have exclusive possession of the property during the term of right.

3. It is understood that, upon termination of this right, State will remove detour road and restore area to original condition as nearly as possible.

4. State agrees to move and reconstruct, in kind, permanent fencing disturbed by the construction or reconstruction of this project. Fencing constructed by the State shall create no obligation on part of State for maintenance. State will, construct temporary fencing along the west line of the easement area, adequate to contain livestock, and after completion of the contract remove temporary fencing and install permanent fencing along right of way line.

5. Possession will be as per attached Exhibit "B"

P. OBLIG 3300 TO CONST.
DATE 5/24/85

Withholding $ -0- for N/A

Relocation: 3617 forwarded on May 13, 1985, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ -0- Replacement Housing; $ -0- Rent Supplement

Appraisals: $150.00 By Joseph Stupfel Review Appraisal $ 150.00

Staff & $

Fee $ By Neil C. Boehmer
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒

Mail address C/O Jack Rhoden, PO Box 460, Phone No. 447-6212

Prineville, OR 97754 Phone No.

Attorney None Address

Purpose of purchase Temporary Right of Entry

OPTION EXPIRES N/A

Possession Per Exhibit "B" (Possession on Waiver)

Location of property McKay Creek Bridge section of Madras-Prineville Highway in Crook County.

Street address or Sec. T.R. A parcel of land in Sec. 26, T 14S, Range 15E, W.M. Crook County, OR

How does taking affect remaining property? No adverse Affects
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Agricultural. Subject is zoned E.F.U.-2, Exclusive Farm Use.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND:	0.06+- Acre, Two year temporary Right of Entry for detour road - - -	$150.00
IMPROVEMENTS:	Fencing (To be constructed by State. See obligations below)-	-0-
DAMAGES:	None -	-0-
	TOTAL CONSIDERATION: - - - - - -	$150.00

TERMS AND CONDITIONS:

1. The term and duration of this right shall be for a period of two (2) years from date hereof, or completion of the McKay Creek Bridge Section of the Madras-Prineville Highway, whichever is sooner.

2. That grantee shall have exclusive possession of the property during the term of right.

3. It is understood that, upon termination of this right, State will remove detour road and restore area to original condition as nearly as possible.

4. State agrees to move and reconstruct, in kind, permanent fencing disturbed by the construction or reconstruction of this project. Fencing constructed by the State shall create no obligation on part of State for maintenance. State will, construct temporary fencing along the west line of the easement area, adequate to contain livestock, and after completion of the contract remove temporary fencing and install permanent fencing along right of way line.

5. Possession will be as per attached Exhibit "B"

P. OBLIG 3300 TO CONST.
DATE 5/24/85

Withholding $ -0- for N/A

Relocation: 3617 forwarded on May 13, 1985, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ -0- Replacement Housing; $ -0- Rent Supplement

Appraisals: $150.00 By Joseph Stupfel Review Appraisal $ 150.00

Staff & $

Fee $

By Neil C. Boehmer
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 107-2506 Participating $ 150 Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 5-16-85 Signed:
Right of Way Agent

Right of Way Manager Date 5-20-85 Dated: May 13, 1085

Authorized by Transportation Commission: Date 5/20/85

FORM 734-3042 (Rev. 7-78)

⑨ 5/24/85

FINAL REPORT on Real Property Negotiations

BRF-45(2)

OREGON STATE HIGHWAY DIVISION

54442

File Logsdon

Sta. 1426+64 Rt. to Sta. 1428+40 Rt.

Name of owner Glenn J. Logsdon and Gladys I. Logsdon

Mail address 835 Crest Drive Phone No. 447-7993

Prineville, OR97754 Phone No.

Attorney None Address N/A

Purpose of purchase Temporary Right of Entry for Detour

OPTION EXPIRES N/A

Possession Upon approval. Possession Waiver attached.

Location of property Ochoco Creek Bridge section of Madras-Prineville Highway in Crook County.

Street address or Sec. T.R. A parcel of land lying in Township 14 South, Range 15 East, Section 25, W.M., Crook County, Oregon

How does taking affect remaining property? No adverse affect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Agricultural. Zoning is E.F.U.-2, Exclusive Farm Use.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Temporary Right of Entry for Detour; 0.06± Acre	$150.00
IMPROVEMENTS: Fencing (To be reconstructedsby State. See terms and conditions listed below.)	-0-
DAMAGES: None	-0-
TOTAL CONSIDERATION	$150.00

TERMS AND CONDITIONS:

1. The term and duration of this right shall be for a period of two(2) years from date hereof, or completion of the Ochoco Bridge Section of the Madras-Prineville Highway, whichever is sooner.
2. That grantee shall have exclusive possession of the property during the term of the right.
3. It is understood that, upon termination of this right, State will remove detour road and restore area to original condition as nearly as possible.
4. State agrees to move and reconstruct, in kind, permanent fencing disturbed by the construction or reconstruction of this project. Fencing constructed by the State shall create no obligation on part of State for maintenance. State will construct temporary fencing along the west line of the easement area adequate to contain livestock.
5. Possession will be as per attached Exhibit "B".
6. State shall place two foot of top soil over pasture area before placing detourfill.

Approved Dal D Allen 5/20/85

Withholding $ -0- for N/A

Relocation: 3617 forwarded on May 17, 1985, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ -0- Replacement Housing, $ -0- Rent Supplement

Appraisals: $ 150.00 By Joseph Stupfel Review Appraisal $ 150.00

Staff & $

Fee $ By Neil C. Boehmer
Review Appraiser

Complete restriction

☐ Entire takin ☐ ☐ ☐

Prineville, OR97754 Phone No.

Attorney None Address N/A

Purpose of purchase Temporary Right of Entry for Detour

OPTION EXPIRES N/A

Possession Upon approval. Possession Waiver attached.

Location of property Ochoco Creek Bridge section of Madras-Prineville Highway in Crook County.

Street address or Sec. T.R. A parcel of land lying in Township 14 South, Range 15 East, Section 25, W.M., Crook County, Oregon

How does taking affect remaining property? No adverse affect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Agricultural. Zoning is E.F.U.-2, Exclusive Farm Use
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

LAND: Temporary Right of Entry for Detour; 0.06± Acre	$150.00
IMPROVEMENTS: Fencing (To be reconstructedsby State. See terms and conditions listed below.)	-0-
DAMAGES: None	-0-
TOTAL CONSIDERATION	$150.00

TERMS AND CONDITIONS:

1. The term and duration of this right shall be for a period of two(2) years from date hereof, or completion of the Ochoco Bridge Section of the Madras-Prineville Highway, whichever is sooner.
2. That grantee shall have exclusive possession of the property during the term of the right.
3. It is understood that, upon termination of this right, State will remove detour road and restore area to original condition as nearly as possible.
4. State agrees to move and reconstruct, in kind, permanent fencing disturbed by the construction or reconstruction of this project. Fencing constructed by the State shall create no obligation on part of State for maintenance. State will construct temporary fencing along the west line of the easement area adequate to contain livestock.
5. Possession will be as per attached Exhibit "B". Approved 5/20/85
6. State shall place two foot of top soil over pasture area before placing detourfill.

Withholding $ -0- for N/A

Relocation: 3617 forwarded on May 17, 1985 ☐ Improved ☒ Unimproved

☐ Required Displacement: $ -0- Replacement Housing: $ -0- Rent Supplement

Appraisals: $ 150.00 By Joseph Stupfel Review Appraisal $ 150.00

Staff & $

Fee $ By Neil C. Boehmer
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 107-2506 Participating $ 150 Non-Participating $ -0-

General remarks Vesting deed for subject property is attached.
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 5/20/85 Signed: Right of Way Agent

Right of Way Manager Date 5-22-85 Dated: May 17, 1985

Authorized by Transportation Commission: Date 5/22/85

FORM 734-3042 (Rev. 7-78)

(27) 5/24/85

FINAL REPORT on Real Property Negotiations

BRF-45(2)

OREGON STATE HIGHWAY DIVISION

File 51643 Evans

Sta. 1429+20+-Rt. to Sta. 1430+60+-Rt.

Name of owner: Norris E. Evans and Reita I. Evans

Mail address: Rt. 2, Box 230
Prineville, OR 97754

Phone No. 447-6310

Phone No.

Attorney: None   Address: N/A

Purpose of purchase: Temporary Easement for Detour and Utilities

OPTION EXPIRES N/A

Possession: Upon acceptance by Transportation Commission (Possession waiver attached)

Location of property: Ochoco Bridge section of Madras-Prineville Highway in Crook County.

Street address or Sec. T.R.: A parcel of land lying in Township 14 South, Range 15 East, Section 25, W. M., Crook County, Oregon

How does taking affect remaining property? No adverse affect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken: Suburban residential site. Zoning is SR-1, Suburban Residenti
(Give details regarding nature, cultivation, improvements and class of property taken.)
Parcel improved with mobile home, which is not affected by this taking.

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land:	0.04+- acre - Temporary Right of Entry for Detour and Utilities........................	$150.00
Improvements:	Fencing (To be reconstructed by State................ (See terms and conditions listed below).	-0-
Damages:	None..	-0-
	TOTAL CONSIDERATION.....	$150.00

Terms and Conditions

1) The term and duration of this right shall be for a period of two (2) years from date hereof, or completion of the Ochoco Bridge Section of the Madras-Prineville Highway, whichever is sooner.

2) That grantee shall have exclusive possession of the property during the term of the right.

3) It is understood that, upon termination of this right, State will remove detour road and restore area to original condition as nearly as possible.

4) State agrees to move and reconstruct, in kind, permanent fencing disturbed by the construction or reconstruction of this project. Fencing constructed by the State shall create no obligation on part of State for maintenance. State will construct temporary fencing along the West line of the easement area, adequate to contain livestock.

OVER)

P. OBLIG 3300 TO CONST.
DATE 6/7/85

Withholding $ -0- for N/A

Relocation: 3617 forwarded on May 28, 1985   ☒ Improved   ☐ Unimproved

☐ Required Displacement: $ Replacement Housing; $ -0- Rent Supplement

Appraisals: $ 150.00 By Joseph Stupfel   Review Appraisal $ 150.00

Staff & $

Fee $ By Harold G. Brainerd
Review Appraiser

☐ Entire taking   ☐ Complete restriction

Phone No.

Attorney None Address N/A

Purpose of purchase Temporary Easement for Detour and Utilities

OPTION EXPIRES N/A

Possession Upon acceptance by Transportation Commission (Possession waiver attached)

Location of property Ochoco Bridge section of

Madras-Prineville Highway in Crook County.

Street address or Sec. T.R. A parcel of land lying in Township 14 South, Range 15 East, Section 25, W. M., Crook County, Oregon

How does taking affect remaining property? No adverse affect.
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Suburban residential site. Zoning is SR-1, Suburban Residenti
(Give details regarding nature, cultivation, improvements and class of property taken.)
Parcel improved with mobile home, which is not affected by this taking.

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land: 0.04+- acre - Temporary Right of Entry for Detour and Utilities............................$150.00

Improvements: Fencing (To be reconstructed by State................ -0-
(See terms and conditions listed below).

Damages: None.. -0-

TOTAL CONSIDERATION..... $150.00

Terms and Conditions

1) The term and duration of this right shall be for a period of two (2) years from date hereof, or completion of the Ochoco Bridge Section of the Madras-Prineville Highway, whichever is sooner.

2) That grantee shall have exclusive possession of the property during the term of the right.

3) It is understood that, upon termination of this right, State will remove detour road and restore area to original condition as nearly as possible.

4) State agrees to move and reconstruct, in kind, permanent fencing disturbed by the construction or reconstruction of this project. Fencing constructed by the State shall create no obligation on part of State for maintenance. State will construct temporary fencing along the West line of the easement area, adequate to contain livestock.

OVER)

P. OBLIG 3300 TO CONST.
DATE 6/7/85

Withholding $ -0- for N/A

Relocation: 3617 forwarded on May 28, 1985 ☒ Improved ☐ Unimproved

☐ Required Displacement: $ Replacement Housing; $ -0- Rent Supplement

Appraisals: $ 150.00 By Joseph Stupfel Review Appraisal $ 150.00
Staff & $
Fee $ By Harold G. Brainerd
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix C107-2506 Participating $ 150 Non-Participating $ -0-

General remarks Signed Temporary Right to Enter and possession waiver attached.
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisior Date 5-29-85 Signed: Right of Way Agent

Right of Way Manager Date Dated May 28, 1985

Authorized by Transportation Commission: Date 6/3/85

FORM 734-3042 (Rev. 7-78)

(11) 6/7/85

N

STATE OF OREGON **INTEROFFICE MEMO**

TO: Don Trout
Final Project Coordinator

DATE: October 11, 1984

FROM: Dale D. Allen
Region Engineer

SUBJECT: Conditional Use Permit Hearing
C-CU-228-84
McKay Creek and Ochoco Creek Bridges
Crook County

On October 10, 1984, Crook County Planning Commission granted a Conditional Use Permit for the construction of the above bridges on the Madras-Prineville Highway.

One condition of the approval which I approved was that there would be no lane closures on the Madras-Prineville Highway before March 1, 1985.

The reason for the above request was the Planning Commision's concern about restricting the highway to one lane during adverse winter conditions. They felt that a contractor could possibly, but not likely, move on the job and restrict the highway to one lane, then shut down the project to the following summer.

I advised this condition would pose no problems and would be included in the Special Provisions. They advised they has no objection to the preliminary work the contractor could carry out such as the roadway widening that might result in temporary closures during working hours prior to the March 1 date.

Permit was approved with this condition by a unanimous vote. Copies will be mailed to this office; however, the project should not be held up until they arrive.

Dave Sandstrom from Robert Meyer Consultants, Inc., made available to the Commission their hydraulic study. The Commission had few questions, however, on the hydraulic concerns.

They were also advised we would not remove the gravel bar upstream for which they did not object. There was no testimony in opposition to the project.

DA:mr

cc: Don Adams
Dave Harmon, Bridge
R. J. VanCleave

mail cy
Copy

____ Versteeg ________
____ Anderson ________
____ Adams ________
____ [illegible] ________
____ Edwards ________
____ [illegible] ________
____ Trout ________
____ Wakerlig ________

RECEIVED

ROAD DESIGN
SECTION

Do No ________
Return ________
Bring Up ________
Action ________
____

Contains Recycled Materials

9929 N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

October 8, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project BRF-45(1)
McKay Ochoco Cr. Bridges (BR 2745A)
Personal Service Agreement No. 8101
Crook County

We have reviewed Supplemental No. 1 to this agreement and find it does not identify what "extra work" is covered. We assume the supplement covers a cost overrun that exceeds the original maximum amount.

Future documents of this nature should identify the purpose of the change.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Program)

RECEIVED
STAT. HWY ENGR
OCT 9 '85
REFER TO Hunter-Schwartz
FOR
Info Invest R/D D/R Sign Act File

2 cys

jc

STATE COPY

cc: D. Carter
cc: OSHD (Coulter)
D. Harmon

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Crook	DIVISION Oregon

IN COMPANY WITH
Dave Harman, OSHD

DATE OF INSPECTION July 17, 1985	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer	PROJECT NO. BRF-45(2)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 54 %	WORK COMPLETED 75 %

MCKAY CREEK & OCHOCO CREEK BRIDGE

This project was inspected to determine the quality of work and verify the pile penetration on Ochoco Creek abutments.

1. MC KAY CREEK

   The bridge is complete, the approaches paved and the section is under traffic. Some guardrail adjustments and rip rap moving remains.

   OCHOCO CREEK

   Abutments are complete and slabs are in place. The south approach panel has been poured and the north approach is formed and re-steel in place.

2. OCHOCO CREEK

   2 men and a backhoe are dressing up the southeast stream slope.

   1 man is watering the south approach panel slab.

3. MC KAY CREEK

   The guardrail work remaining involves anchorage of the Bull noses and the fastening of the Bridge tube rail to a post. All of these conncecting posts but one are not properly placed to receive the tube rail section. Adjustments must be made to incorporate this connection.

(Continued)

RECEIVED
STATE HWY ENGR
JUL 23 '85
REFER TO
Construction
FOR
Info Invest R/D D/R Sign Act File

cg
7/24

A

Form FHWA-1446A
(Rev. 2-84)

RIP - RAP

Plans show the rip rap on the northeast end of the bridge to be extended to the right-of-way line to assist in turning the stream under the bridge at high water. Also the rip rap under the structure particularly at the bridge entrance closes up the opening by about 8+ feet. This entrance area should have the full opening shown on the plans. The State was asked to review and adjust these items.

OCHOCO CREEK

Minimum pile penetration was about 12' for the pipe piles on the project. With this length the tips rest in a gravelly sand and are adequate.

Bearing Pads - Several slab sections do not have full design bearing on the abutment and the State will have the contractor correct this problem.

#######

9121 jc **STATE COPY** cc: OSHD(Coulter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

7 - 8 -

RECEIVED
STATE HWY ENGR
JUL 30 '85
REFER TO
Fredrickson
FOR

dg 7/31

REGION NO. 10	REPORT NO. 2	COUNTY Crook	DIVISION Oregon
IN COMPANY WITH J. Thackery, Project Manager, OSHD			
DATE OF INSPECTION July 11, 1985	INSPECTION MADE BY D. B. Carter, Area Engineer		PROJECT NO. BRF-45(2)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 45 %	WORK COMPLETED 65 %

NOTED
W. E. SCHWARTZ

MC KAY CREEK & OCHOCO CREEK BRIDGE SECTION
MADRAS - PRINEVILLE HIGHWAY
Grading, Paving and Structure

This project provides for the replacement of two existing structures and associated approach grading.

WORK COMPLETED

McKay Creek Structure

The slabs are set and traffic is being routed over the new structure.

Ochoco Creek Structure

Traffic is being routed aound the work site via a detour.
The bridge abutments are poured.
Three bridge slabs have been placed.

WORK IN PROGRESS

The contractor was setting slabs for the Ochoco Creek structure.

COMMENTS

A price agreement has been signed which eliminates the traffic signal control system at the work sites for a detour and temporary bridge at each work site. The contractor constructed the McKay Creek structure first and then moved the temporary bridge to the Ochoco Creek site. The detour at the Ochoco Creek site appears to be functioning satisfactorily.

(Continued)

The above price agreement affected the minority goals on this project. The Highway Division currently has the matter under review. My memorandum of June 21, 1985 discusses this matter in more detail.

Concrete cylinder strengths are satisfactory.

The piling at McKay Creek were driven to near plan elevation. The piling at Ochoco Creek were driven to a minimum penetration of about 12 - 15 feet which is far short of the estimated penetration length. The estimated pile length for Ochoco Creek as shown in the Special Provisions is 37 feet.

- DBC -

9711

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-33	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Crook
MODIFICATION NUMBER 1		Project Number BRF-45(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 21, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 490,229.00	$ 492,229.00
Federal funds	$ 392,183.00	$ 393,783.00
Other revisions		

This modification is made for the following reasons:

To include authorized right-of-way easements.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of May, 19 85

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon   April 23, 1985

Federal-Aid Project No. BRF-45(2)

McKay Creek & Ochoco Creek Bridges
Madras-Prineville Highway
Crook County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROW
Right of Way

Right of Way	All Required	$ 1,500.00
	Subtotal	$ 1,500.00
	Acquisition Expense	500.00
	Total	$ 2,000.00

Type Code X080
Structure No. 2745A & 2746A

Total for structures same as previous estimate of 12-17-84	$490,229.00

Length of Project -------------------- 0.85 mi.

SUMMARY OF FUNDS (80%)

Description	Total Cost	Federal Funds	State Funds
R/W	$ 2,000.00	$ 1,600.00	$ 400.00
Structures	490,229.00	392,183.00	98,046.00
TOTAL	$492,229.00	$393,783.00	$98,446.00

Group 1: 100%
Contract No. 9929
Prefix: 107-1933 P.E.
107-1052
107-2506

CPL:me

STATE COPY

TO BE COMPLETED BY FHWA		
12-222	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Crook PROJECT NO. BRF-45(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

McKay Creek Bridge and Ochoco Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-84	0.175

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 490,229.00	$ 392,183.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Holve

For Manager, Program Section
(Title)

XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: Dale E. Wilken

Date executed by Division Administrator DEC 21 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon December 17, 1984

Federal Aid Project No. BRF-45(2)

McKay Creek & Ochoco Creek Bridges
Madras-Prineville Highway
Crook County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Structures No. 2745A & No. 2746A

Mobilization	Lump Sum	All	Lump Sum	$ 39,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,600.00
Temporary Signs	Sq. Ft.	400	8.00	3,200.00
Temporary Barricades	Each	2	100.00	200.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	1,430	12.00	17,160.00
Moving Temporary Concrete Barriers	Lin. Ft.	1,430	1.00	1,430.00
Temporary Bridge Rail	Lin. Ft.	500	10.00	5,000.00
Temporary Traffic Signal Installation	Lump Sum	All	Lump Sum	36,000.00
Temporary Striping	Lin. Ft.	3,360	0.20	672.00
Stripe Removal	Lin. Ft.	3,360	0.60	2,016.00
Flaggers	Hour	100	10.00	1,000.00
Toe Trench Excavation	Cu. Yd.	637	10.00	6,370.00
Embankment in Place	Cu. Yd.	3,130	6.50	20,345.00
1"-0 Aggregate Base	Ton	820	12.00	9,840.00
Class "C" Asphalt Concrete	Ton	1,105	33.00	36,465.00
18-inch Culvert Pipe	Lin. Ft.	40	18.00	720.00
Guard Rail, Type 2A	Lin. Ft.	288	13.50	3,888.00
Guard Rail, Type 3	Lin. Ft.	200	25.00	5,000.00
Guard Rail Anchors, Type 1	Each	5	300.00	1,500.00
Guard Rail Anchors, Type 1 Modified	Each	1	300.00	300.00
Rail End Pieces, Type C	Each	8	95.00	760.00
Extra for Asphalt Approaches	Each	9	225.00	2,025.00
Geotextile Fabric in Erosion Control-Bridge No. 2745A	Sq. Yd.	500	2.70	1,350.00
Geotextile Fabric in Erosion Control-Bridge No. 2746A)	Sq. Yd.	540	2.70	1,458.00
Loose Riprap, Class 100	Cu. Yd.	290	15.00	4,350.00
Loose Riprap, Class 700	Cu. Yd.	890	15.00	13,350.00

Single Mailbox Supports	Each	1	150.00	150.00
Multiple Mailbox Supports	Each	1	200.00	200.00
Concrete Mailbox Collars	Each	1	30.00	30.00

Structures
Bridge No. 2745A

Bridge Removal Work	Lump Sum	All	Lump Sum	2,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	500.00
Structure Excavation	Cu. Yd.	125	10.00	1,250.00
Special Wall Backfill	Cu. Yd.	85	15.00	1,275.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	9,000.00
Furnish Concrete Piling	Lin. Ft.	912	10.50	9,576.00
Drive Concrete Piles	Lin. Ft.	912	1.00	912.00
Structural Concrete, Class 3300 (54 C.Y.)	Lump Sum	All	Lump Sum	11,000.00
Reinforcement (5,100 lbs.)	Lump Sum	All	Lump Sum	2,500.00
4'x70'/75' Prestressed Slabs	Each	10	5,300.00	53,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	185	40.00	7,400.00
Metal Rail with Tubing	Lin. Ft.	150	40.00	6,000.00
Membrane Waterproofing	Sq. Yd.	324	7.50	2,430.00

Bridge No. 2746A

Bridge Removal Work	Lump Sum	All	Lump Sum	2,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	500.00
Structure Excavation	Cu. Yd.	97	10.00	970.00
Special Wall Backfill	Cu. Yd.	94	15.00	1,410.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	9,000.00
Furnish Concrete Piling	Lin. Ft.	592	10.50	6,216.00
Drive Concrete Piles	Lin. Ft.	592	1.00	592.00
Structural Concrete, Class 3300 (65 C.Y.)	Lump Sum	All	Lump Sum	12,000.00
Reinforcement (5,600 Lbs.)	Lump Sum	All	Lump Sum	3,000.00
4'x70'/75' Prestressed Slabs	Each	10	5,300.00	53,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	227	40.00	9,080.00
Metal Rail with Tubing	Lin. Ft.	150	40.00	6,000.00
Membrane Waterproofing	Sq. Yd.	324	7.50	2,430.00
				$ 429,420.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,500.00
Roadside Seeding & Mulching	All Required		1,000.00
			$ 2,500.00
		Subtotal	$ 431,920.00
		Engineering	58,309.00
		Total	$ 490,229.00

Length of Project	0.85 mi.

Federal Funds (80%)	$ 392,183.00
State Funds	98,046.00
	$ 490,229.00

Group 1 100%
Contract No. 9929
Prefix: 107-1933
Prefix: 107-1052

WH:bkb

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-45(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Crook

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40133

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-22-85

8. FEDERAL ROUTE NUMBER Primary 45

9. STATE ROUTE NUMBER Secondary 360

10. GENERAL LOCATION:

McKAY CREEK AND OCHOCO CREEK BRIDGES

11. GENERAL DESCRIPTION OF WORK

Program Changeand Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter dated April 23, 1985, this will confirm the advance approval date of April 22, 1985, adding "Right-of-Way Acquisition" to the character of proposed work.

Also as requested, you are authorized to proceed with the acquisition of temporary detour easements at a TEC of $2,000/Federal Funds $1,600.

RECEIVED
STAT HWY ENGR
MAY 9 '85
REFER TO Potter
FOR

Orig. to
5/9

14. DATE 5/8/85

15. SIGNATURE OF APPROVING OFFICIAL John D Wichman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Date: April 23, 1985 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. BRF-45(2)
McKay Creek & Ochoco Creek Bridges
Madras-Prineville Hwy.
Crook County

I request approval of a program change on the subject project to add to the character of proposed work "Right of Way Acquisition" at an estimated total cost of $2,000 with an obligation of $1,600 in federal funds. The right of way to be acquired consists of temporary detour easements as outlined in red on the enclosed sketch map.

I further request authorization to proceed with the actual acquisition of the easement rights. No relocation assistance is involved.

CPL:me
Encl.
cc: J. Boyd
D. Aman
General Files

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: April 22, 1985

FROM: Donald C Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: McKay Creek & Ochoco Creek Bridges
Madras-Prineville Highway
Crook County
Project #BRF-45(2)

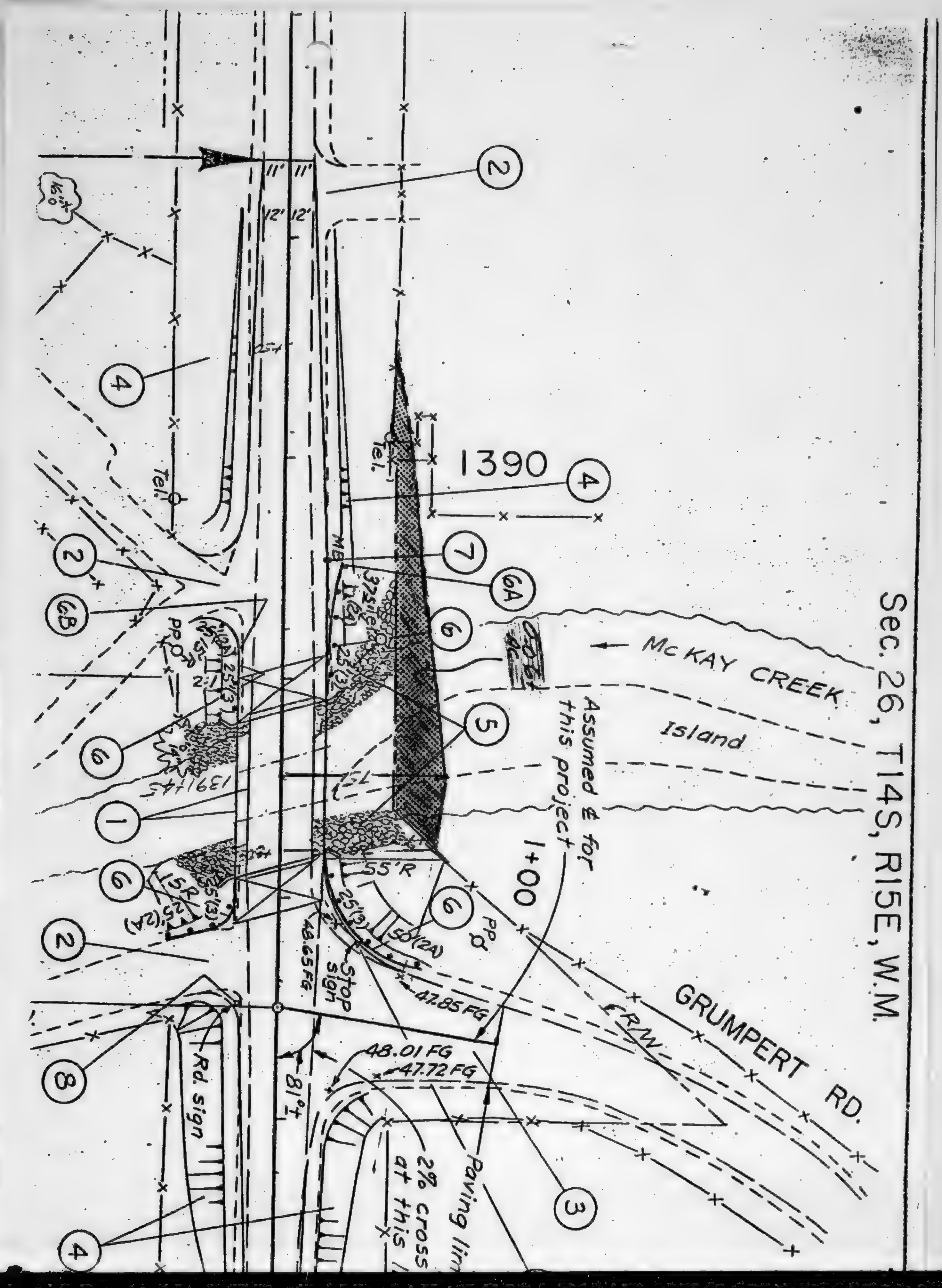
Revisions to the detour will now require right-of-way on the above project that is currently under contract. The acquisition of this right-of-way is estimated at $2,000 and does not require a relocation or moving allowance.

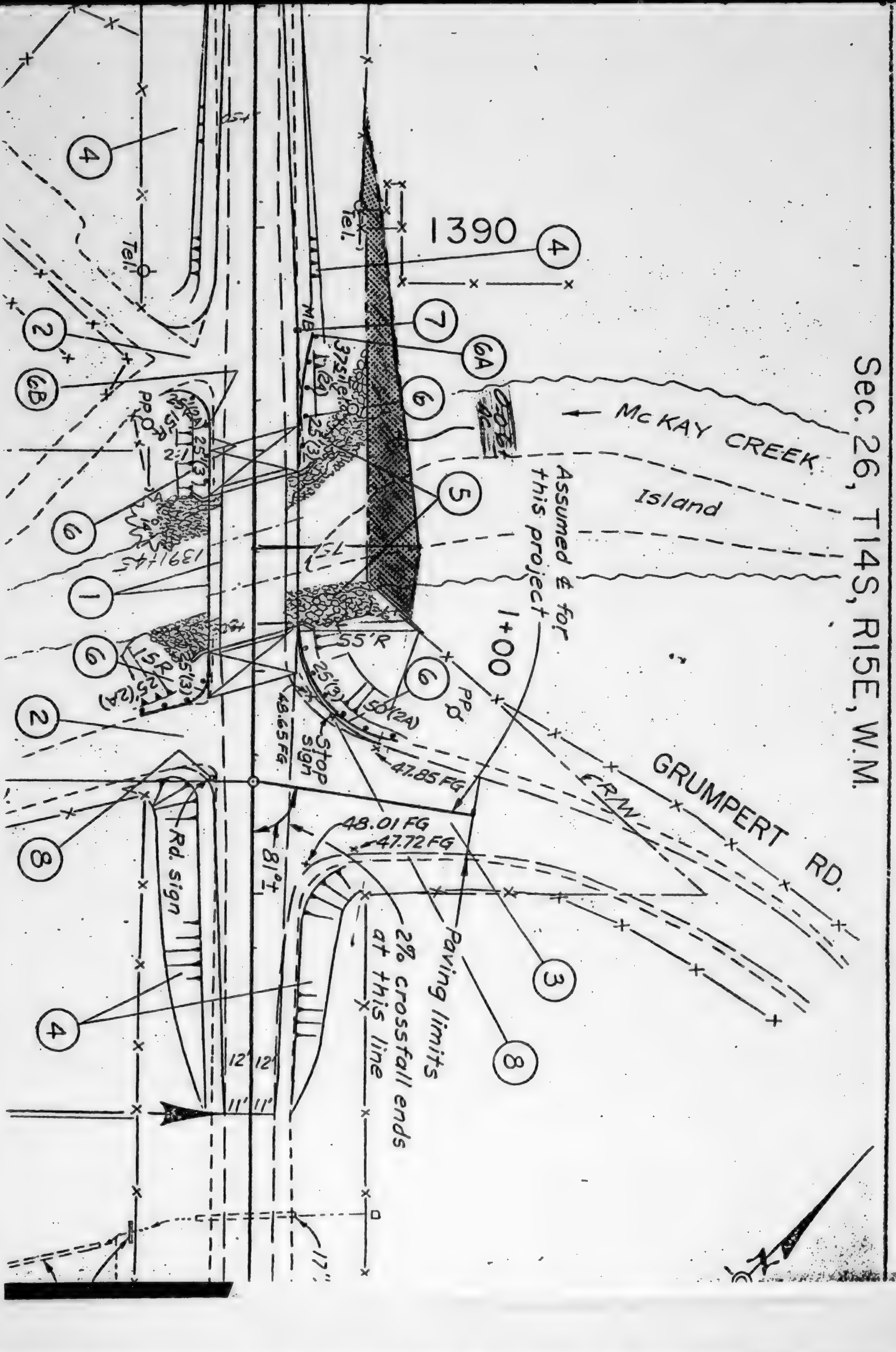
Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

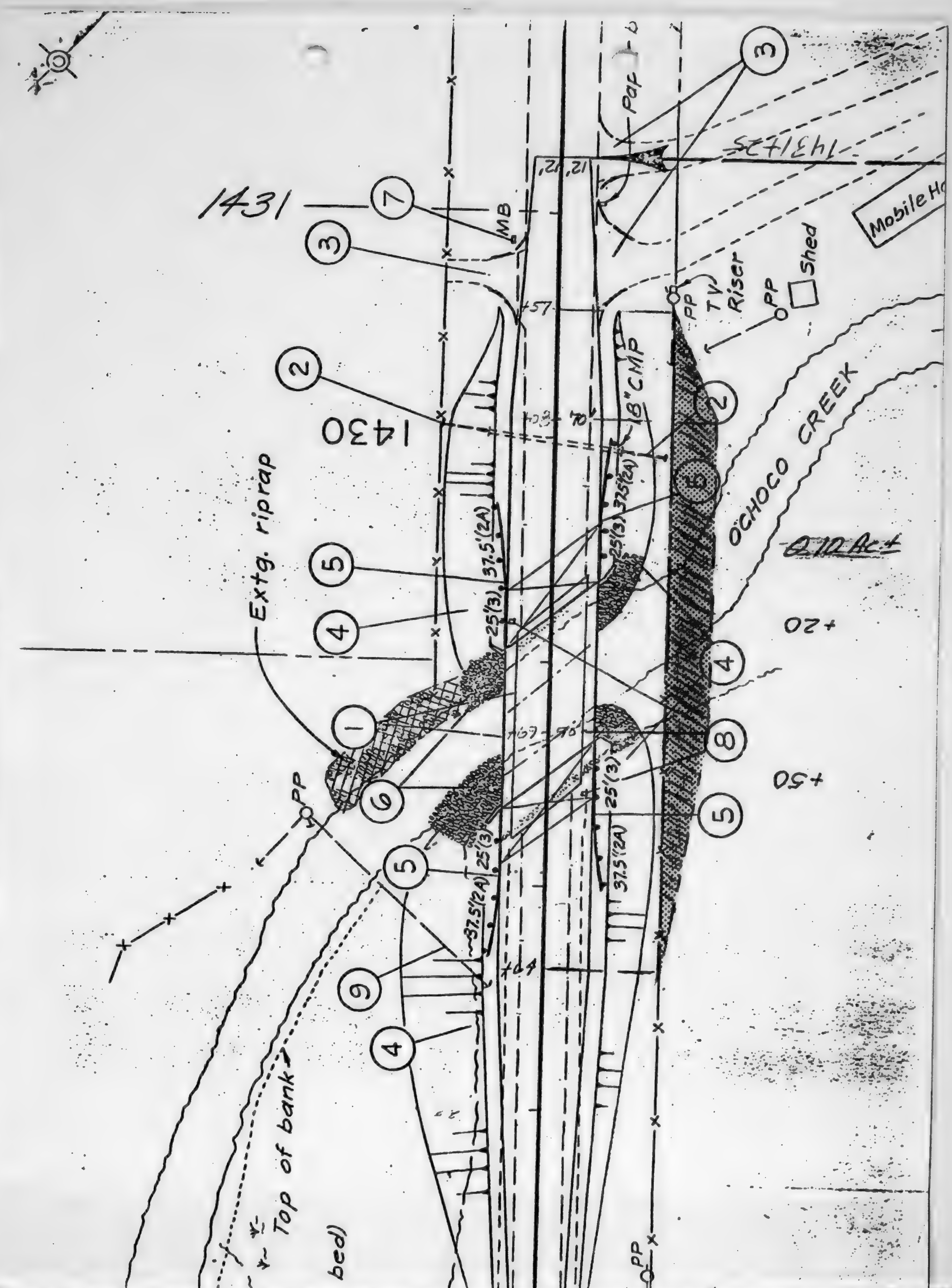
A right-of-way map will be forwarded as soon as it is prepared.

DA:jh

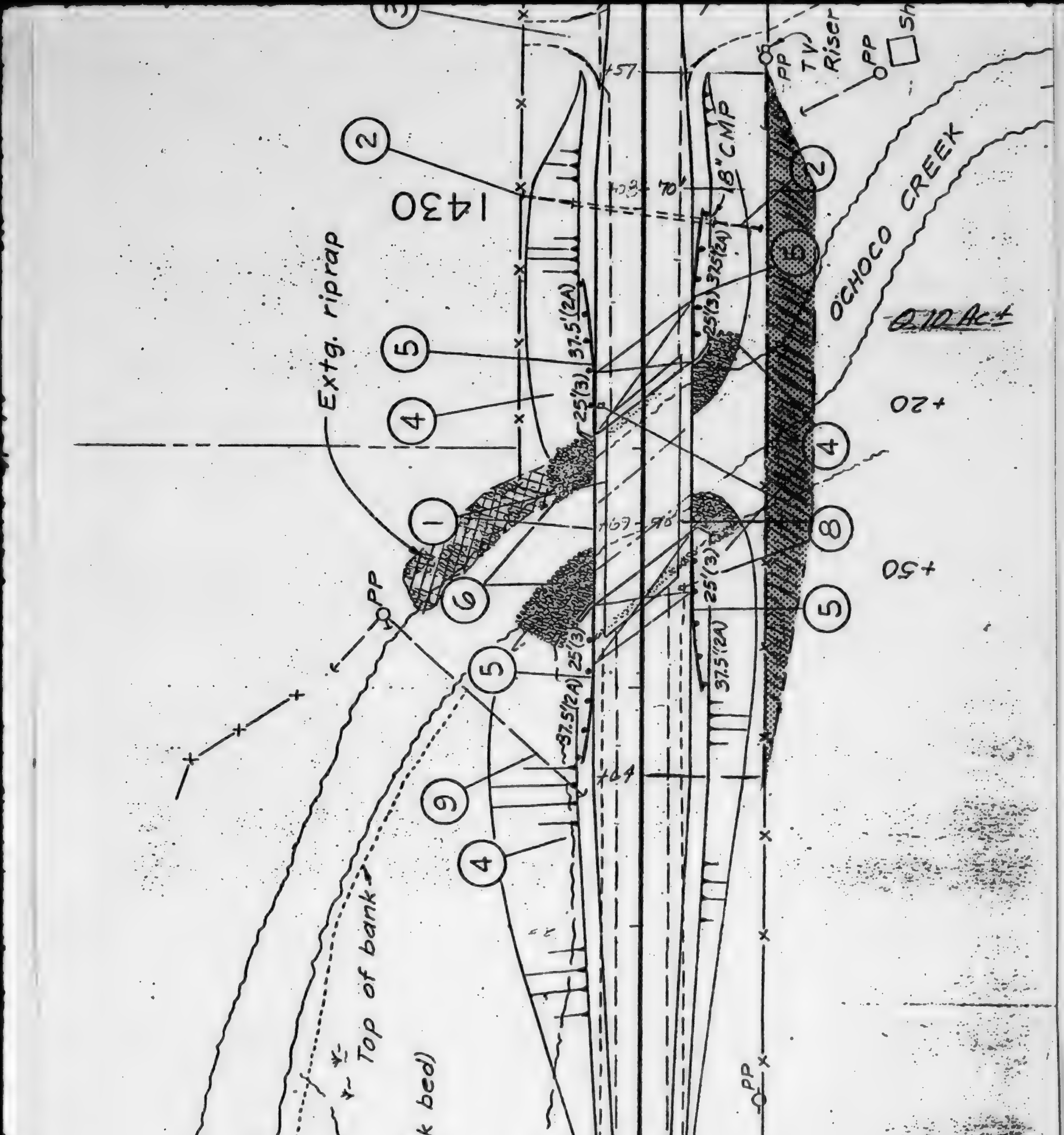
81-125-1387


Sec. 26, T14S, R15E, W.M.
McKAY CREEK
Island
GRUMPERT RD.
R/W
Assumed ℄ for this project
1+00
1390
1391+45
11'
11'
12'
12'
Tel.
Tel.
PP
PP
MB
55'R
15'R
25'(2A)
25'(3)
50'(2A)
2:1
48.65 FG
47.85 FG
48.01 FG
47.72 FG
Stop sign
Rd. sign
81°±
Paving lim
2% cross
at this
①
②
③
④
⑤
⑥
6A
6B
⑦
⑧

Sec. 26, T14S, R15E, W.M.
McKAY CREEK
Island
Assumed ℄ for this project
1+00
GRUMPERT RD.
R/W
1390
1391+45
④
⑦
6A
6B
②
⑥
⑤
①
③
⑧
Tel.
MB
PP
25'(2A)
25'(3)
50'(2A)
55'R
15'R
2:1
75'
Stop sign
48.65 FG
47.85 FG
48.01 FG
47.72 FG
81°±
Paving limits
2% crossfall ends at this line
Rd. sign
12'
11'
17"



1431
1430
143+25
Pav
Mobile Ho
Shed
PP
TV Riser
MB
+57
+63
70'
18"CMP
OCHOCO CREEK
0.10 Ac±
+20
+50
Extg. riprap
37.5'(2A)
25'(3)
+69
96'
+64
Top of bank
bed)
①
②
③
④
⑤
⑥
⑦
⑧
⑨


1430
1425+80
Extg. riprap
Top of bank
Swamp (old creek bed)
OCHOCO CREEK
0.10 Ac±
+20
+50
+57
+64
+69
18" CMP
70'
T.V. Riser
PP
Sh
25'(3)
37.5'(2A)
12'
11'
①
②
③
④
⑤
⑥
⑧
⑨

9929

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and
Original Contractor or Reputed
Contractor as required by
Oregon Lien Laws.

TO: Oregon State Highway Dept.
(Public Agency)
Salem, OR

Date: FEB 27 1985

SX07: 99 9929

CERTIFIED
P 540 891 808
MAIL

TO: K-2 Construction
(Contractor)
P.O. Box 66525
Portland, OR 97266

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish 12-3/4" O.D. X .250 Wall Domestic A252 Gr. 2, Black ERW Pipe

equipment or materials for a total estimated price of $ 15,000.00
Fifteen thousand dollars

For the building, structure, or other work of improvement located at:

McKay Creek & Ochoco Creek Bridges
Crook County, OR

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

K-2 Construction
P.O. Box 66525
Portland, OR 97266

By: A. M. Roberts
L. B. FOSTER COMPANY

RECEIVED
MAR 5 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no response nec

#7729 N

1-1-85

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On November 29, 1984, established certain speed zones on The Dalles-California Highway in Deschutes County from M.P. 139.72 to M.P. 142.24 south of Bend. Rescinds "Speed Zone Order No. 838" dated April 30, 1980. ("Speed Zone Order No. 914")

MISC. CONTRACTS and AGREEMENTS No.______

2) On November 29, 1984, established certain speed zones on Otter Rock Highway and Otter Rock Highway Connection in Lincoln County. Rescinds "Speed Zone Order No. 713" dated September 17, 1975. ("Speed Zone Order No. 915")

3) On December 3, 1984, approved Supplemental Agreement No. 1 with CH2M-Hill covering the Siletz Highway Bridges on Siletz Highway, Lincoln County. Supplement states that all work shall be done within 75 calendar days. (All work on contract must be completed by December 19, 1984.)

4) On December 3, 1984, approved Supplemental Agreement No. 2 with Chronic & Associates covering work on John Day Highway Bridges, John Day Highway, Baker and Malheur Counties. Supplement extends the contract by 30 days. (All work on this contrct must be completed by December 18, 1984.)

5) On December 3, 1984, approved Supplemental Agreement No. 1 with [redacted]nsultants, Inc., covering the McKay/Ochoco Creek Bridges in Crook County. Supplement increases the contract by $599.13 to a new total of $60,440.40.

6) On December 5, 1984, approved supplemental letter agreement with W.A.C. Corp, Inc., (Western Aerial Corporation) for photogrammetric services throughout the State. Supplement increases the contract from $43,602 to $58,602.

7) On December 18, 1984, established temporary speed zones on the Century Drive Highway from M.P. 21.10 to M.P. 21.62 in Deschutes County. Speed zone was established due to winter weather conditions and the apparent difficulty in negotiating the turn off Century Drive Highway into Mt. Bachelor's main lodge. Speed zone will expire on June 1, 1985, or sooner if conditions warrant and the signs are removed.

8) On January 2, 1985, approved a joint use agreement between the Highway Division, Department of Forestry, and Linn Forest Protection Association to install radio equipment in a building owned by Forestry and located on land owned by the Association. (Chairman Yturri concurred in this action on January 4, 1985.)

Dated this 11th day of January, 1985

H S Coulter

H. S. Coulter, State Highway Engineer

1-8-85

January 8, 1985

K-2 Construction Company
P. O. Box 66525
Portland, OR 97266

CON 5

#9929

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9929 for work on the McKay Creek and Ochoco Creek Bridges Section of the Madras-Prineville Highway in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Industrial Indemnity Co.
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Will Robertson

K-2 CONSTRUCTION COMPANY
P.O. BOX 66525
PORTLAND, OREGON 97266

December 4, 1984

Oregon State Highway Division
Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Re: Identification of DBE/WBE's

Project: Grading, Paving and Structures
McKay Creek and Ochoco Creek Bridges
Madras- Prineville Highway
Crook County

Gentlemen,

In accordance with 49 CFR 23, section 5, we hereby submit the following list of DBE's used to meet this project's contract goals.

As K-2 Construction is a certified WBE we automatically fulfill those goals.

Very truly yours,

Carol Kozowski

Carol Kozowski
President

Encl: DBE/WBE Contractor List

RECEIVED
DEC 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

DBE/WBE CONTRACTOR LIST

MCKAY CREEK/OCHOCO CREEK

ITEM	DESCRIPTION	QUANITY	UNIT PRICE	AMOUNT
17	Guardrail, Type 2A	288 LF	$ 18.00	$ 5,184.00
18	Guardrail Type 3	200 LF	32.00	6,400.00
19	Guardrail Anchor	5 EA	325.00	1,625.00
20	Guardrail Anchor (mod)	1 EA	300.00	300.00
21	Rail End Pieces	8 EA	85.00	680.00
27	Single Mailbox Support	1 EA	125.00	125.00
28	Multiple Mailbox Support	1 EA	250.00	250.00
29	Concrete Mailbox Collar	1 EA	85.00	85.00
41	Metal Rail w/Tubing	150 LF	46.00	6,900.00
54	Metal Rail w/Tubing	150 LF	46.00	6,900.00
5	Temp. Concrete Median	1,430 LF	12.00	17,160.00
				$45,609.00

All above items to be subcontracted to Arrow Brothers Corp.
9450 SW Commerce Circle, Wilsonville, Oregon 97070
682-2100.

Carol Kozowski (40P)

K-2 Construction

RECEIVED
DEC 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

rll

U. S. DEPARTMENT OF TRANSPORTATION
~~FEDERAL~~ HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-45(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Crook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 2 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig & w/att 11/2

7. DATE AUTHORIZATION EFFECTIVE 10/24/84

8. FEDERAL ROUTE NUMBER Primary 45

9. STATE ROUTE NUMBER Secondary 360

10. GENERAL LOCATION:
McKay Creek Bridge #02745-360-02371 and Ochoco Creek Bridge #02746-360-02442 Section

11. GENERAL DESCRIPTION OF WORK
Grade, pave and structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 9/21/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your estimate as being cost effective.

Mr. Potter's 10/22/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $545,143; Federal Funds $436,114.

A signed copy of the Title sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplised in accordance with your March 28, 1984 letter.

14. DATE 10/31/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

77-1

~~Crook Co.~~ 11
360

ROAD DESIGN-HIGHWAY DES 16

Dale D. Allen
Region 4 Engineer

October 17, 1984

Donald R. Adams, PE
Final Design Engineer

Conditional Use Permit
C-CU-228-84
McKay Creek and Ochoco Creek Bridges
Crook County

Your October 11, 1984 letter to Don Trout explained the conditions of the the Crook County Planning Commission approval for the construction of the above bridges on the Madras-Prineville Highway.

Your concern about no lane closures before March 1, 1985 has been addressed in the specifications. Section 108.04 was revised on October 16, 1984 to require no lane closures on the Madras-Prineville Highway prior to March 1, 1985 and that the contractor could carry out preliminary work such as roadway widening that might result in temporary closures during working hours prior to the March 1 date.

DRA:mg

Enc.

cc: Steve Macnab
Dave Harmon
R. V. Van Cleave
mc Kerry Dayton

RECEIVED
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

Do Not File
Return to
Bring Up ...../...../.....
Action

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Trout
Final Project Coordinator

DATE: October 11, 1984

FROM: Dale D. Allen
Region Engineer

SUBJECT: Conditional Use Permit Hearing
C-CU-228-84
McKay Creek and Ochoco Creek Bridges
Crook County

REFERRED TO
KEM Mann .... Cune .... Henry
.... Eriksen .... Dayton ....
.... Baker .... Anderson ....
.... King .... Bedford .... Leu ....
Return Discuss Do File Due ....
By FINAL DESIGN ENGINEER

1084 Revised Oct KD to include Time Limit

On October 10, 1984, Crook County Planning Commission granted a Conditional Use Permit for the construction of the above bridges on the Madras-Prineville Highway.

One condition of the approval which I approved was that there would be no lane closures on the Madras-Prineville Highway before March 1, 1985.

The reason for the above request was the Planning Commision's concern about restricting the highway to one lane during adverse winter conditions. They felt that a contractor could possibly, but not likely, move on the job and restrict the highway to one lane, then shut down the project to the following summer.

I advised this condition would pose no problems and would be included in the Special Provisions. They advised they has no objection to the preliminary work the contractor could carry out such as the roadway widening that might result in temporary closures during working hours prior to the March 1 date.

Permit was approved with this condition by a unanimous vote. Copies will be mailed to this office; however, the project should not be held up until they arrive.

Dave Sandstrom from Robert Meyer Consultants, Inc., made available to the Commission their hydraulic study. The Commission had few questions, however, on the hydraulic concerns.

They were also advised we would not remove the gravel bar upstream for which they did not object. There was no testimony in opposition to the project.

DA:mr

cc: Don Adams
Dave Harmon, Bridge
R. J. VanCleave

RECEIVED
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
[illegible]
Edward
[illegible]
Trout
Wakerlig

Do Not [illegible]
Return [illegible]
Bring Up
Action

81-125-1387

9929

STATE OF OREGON **INTEROFFICE MEMO**

TO: Don Trout
Final Project Coordinator

DATE: October 15, 1984

Rolland J. Van Cleave

FROM: Rolland J. Van Cleave
Region Geologist

SUBJECT: Conditional Use Permit
Ochoco and McKay Creek Bridges
Madras--Prineville Highway
Crook County

Attached is the Crook County approved Conditional Use Permit for the Ochoco and McKay Creek Structures.

One of the conditions of the permit (No. 2) is that there would be no permanent lane closure prior to March 1, 1985. The contractor still would be allowed to close the lanes temporarily with flagmen for preparatory work (Condition 3).

RJV:br

Enclosure

RECEIVED

OCT 16 1984

ROAD DESIGN
SECTION

____ Versteeg ....
____ Andersen ....
____ Adams ....
on Copy ____ Macnab ....
____ Edwards ....
____ Terpin ....
_1_ Trout ....
____ Wakerlig ....

Do Not File
Return to ....
Bring Up ..../..../....
Action ....

COUNTY OF CROOK

County Planning Commission

DESCISION OF THE CROOK COUNTY PLANNING COMMISSION

In the Matter of an application for Conditional Use Permit, Application No. C-CU- 228-84 .

Having first received an Application for Conditional Use Permit pursuant to the Crook County Zoning Ordinance, as amended, Application No. C-CU- 228-84 as submitted by Dept. of Transportation involving property described as:

Along Madras-Prineville Highway
(Ochoco Creek and McKay Creek Bridges)

and having held a hearing pursuant to subject application;

Notice is hereby given that the Crook County Planning Commission convened for the transaction of planning business on the 10th day of October 19 84 . The Conditional Use Permit Application No. C-CU- 228-84 was approved.

The Conditional Use approval is based on the following findings of fact:

1. Property is zoned Exclusive Farm Use, EFU-2. In any zone which is a combined (FP) zone, requirements and standards of this section shall apply (3.170).

   A bridge that will not impede the waters of a base flood is a conditional use in a floodway zone.
2. No contract has been awarded at this time.
3. Testimony by agents explained contract to be awarded by November 15, 1984.
4. Projects must be completed by September 15, 1985.
5. According to agents, bridge construction will not take 10 full months; contractors may begin project anytime after November 15, 1984 and must be completed by September 15, 1985.
6. Project will be completed in stage construction, one side each time for both structures.
7. There is no guarantee at this time, that through access from Gumpert onto Madras Highway is possible.
8. Agents testified that access may be possible during construction hours via flagman.

FINDINGS CONTINUED -

9. An Hydrolic Study was offered at the Commission Meeting.
10. Gravel bar above McKay Creek will remain.
11. Area land use by both bridges is primarily agricultural (grazing) with one residence near each structure.
12. No opposition testimony was heard.
13. Proposal is in compliance with Comprehensive Plan policies of the Transportation Element.
14. Proposal meets the criteria listed in Zoning Ordinance Sections 3.170 and 6.020.

This permit is subject to the following conditions and requirements:

(1) The proposed use shall remain in compliance with the Crook County Zoning Ordinance of 1978; and

(2) No construction to begin on either McKay or Ochoco Creek bridges that would result in lane closure prior to March 1, 1985.

(3) Contractor is allowed prepatory work necessary to begin construction prior to March 1, 1985, provided that it would not force lane closure at any time.

This permit shall be void after one year from the date of issuance unless substantial construction pursuant hereto has taken place. The Planning Commission may, in its discretion, extend this authorization for an additional period not to exceed one year on request.

Issued on this 12th day of October 19 84 .

Cynthia O. Walbridge
Commission Secretary

PLEASE NOTE: THIS PERMIT IS NOT A BUILDING PERMIT OR SEWAGE DISPOSAL PERMIT. If required by other ordinances of the County of Crook, a building or sewage disposal permit must be issued prior to starting construction authorized by this Conditional Use Permit.

Voting to issue:

John Shelk

Lawrence Weberg

Chuck Poarch

Milt Rogers

Voting to deny:

NONE

Abstaining:

NONE

State of Oregon,)
ss
County of Crook.)

I certify that the foregoing Photostatic copy of decision has been compared with the original, and that it is a correct transcript therefrom, and of the whole of such original, as the same was presented for photostating.

Witness my hand and official seal this 12th day of October, 19 84.

[illegible] Clerk

Donda Elmore Deputy

B/U ~~10/1/84~~
10/25/84

ROAD DESIGN SECTION

DES 16

10-11-84
~~September 11,~~ 1984

Dale Allen
Region 4 Engineer

Donald L. Trout
Final Project Coordinator

✓ McKay Creek Bridge Section
Madras-Prineville Highway
Crook County

Ochoco Creek Bridge Section
Madras-Prineville Highway
Crook County

Through the Division of State Lands Removal/Fill permit process we have been advised that a Conditional Use Permit is required for each of the above projects. A copy of that notice is attached.

Please obtain these permits and send a copy to this office.

DLT:bn

Atchs.

Vancleave
388-6186

10-11-84
Reg 5 (Vancleave)
says conditional use
permits were approved
Don Trout

DIVISION OF STATE LANDS
1445 State Street
Salem, Oregon 97310
Phone: 378-3059

cc. [illegible]
Permit #420(Consultant Appl.)
McKay Creek, Madras-Prineville
Hwy, Crook County

Date: August 30, 1984

WATERWAY PROJECT
PERMIT REVIEW

Corps Public Notice No. ____________ Div. of State Lands No. RF 4062

Corps Coordinator: ____________ DSL Coordinator: Marge Akers 378-3059

Applicant: Oregon State Highway Division #420

Please return your comments to the Division of State Lands by: AS SOON AS POSSIBLE

Application involves: ( ) Coastal Zone (✓) Fill (✓) Riprap (✓) Removal
( ) Structure ( ) Easement ( ) Lease

We have reviewed the above Corps Notice/Permit Application and offer the following comments:

(XX) A Conditional Use permit is required by this agency.

( ) We do not believe the project would have an adverse effect.

( ) We believe the effects of this project, although measurable, would be acceptable.

( ) We believe the project would be acceptable if methods of construction were altered as listed below.

( ) We would attend a conference with the applicant to seek project alternatives.

( ) The project is unacceptable as proposed (please explain).

( ) We have no comment.

Comments:

Bridges are conditional use permits because the area is in the Flood Plain combining zone.

Any new construction or reconstruction requires a permit.

____Versteeg ____
____Anderson ____
____Adams ____
____Lincnab ____
____Edwards ____
____Torpin ____
____Trout ____
____Wekerlig ____

RECEIVED
SEP 6 1984
ROAD DESIGN SECTION

Do Not File
Return To ____
Bring Up ___/___/___
Action ____

RECEIVED
SEP 06 1984
DIVISION OF STATE LANDS

Agency Crook Co. Planning By William P. [illegible] Date Sept. 5 ,1984

447-3211

DIVISION OF STATE LANDS
1445 State Street
Salem, Oregon 97310
Phone: 378-3059

[illegible] Non Consultant
Permit #419 (Consultant Appl)
Ochoco Cr, Madras-Prineville Hwy
Crook County
Date: August 30, 1984

WATERWAY PROJECT
PERMIT REVIEW

Corps Public Notice No. ________ Div. of State Lands No. RF 4061

Corps Coordinator: ________ DSL Coordinator: Marge Akers 378-3059

Applicant: Oregon State Highway Division #419

Please return your comments to the Division of State Lands by: AS SOON AS POSSIBLE PLEASE

Application involves: ( ) Coastal Zone [✓ Fill] ( ) Riprap [✓ Removal]
( ) Structure ( ) Easement ( ) Lease

We have reviewed the above Corps Notice/Permit Application and offer the following comments:

(XX) A Conditional use permit is required by this agency.
( ) We do not believe the project would have an adverse effect.
( ) We believe the effects of this project, although measurable, would be acceptable.
( ) We believe the project would be acceptable if methods of construction were altered as listed below.
( ) We would attend a conference with the applicant to seek project alternatives.
( ) The project is unacceptable as proposed (please explain).
( ) We have no comment.

Comments:

Bridges are conditional use permits because the area is in the Flood Plain combining zone.

Any new construction or reconstruction requires a permit.

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
SEP 6 1984
ROAD DESIGN SECTION

Do Not File
Return
Bring Up ___/___/___
Action

RECEIVED
SEP 03 1984
DIVISION OF STATE LANDS

Agency Crook Co Planning By William P. Zelenka Date Sept. 5, 1984
447-3211

9729 10-10-84

CROOK COUNTY PLANNING COMMISSION

APPLICATION FOR CONDITIONAL USE PERMIT NO. C-CU-____

I, ____________, hereby make application to the Crook County Planning Commission for a Conditional Use Permit to secure authorization for removal and replacment of McKay Cr. bridge No. 2745A in a(n) FP Zone, as provided by Section 3.170 of the Crook County Zoning Ordinance of 1978 and amendments in effect on this date. The property upon which such use would be situated is identified by the following:

Township: 14S Range: 15E Section: 26 TL(s) ____

Subdivision: ____________ Block: ______ Lot(s) ____

Was obtained 10/10/84 WJP

The proposed use is:

____ New Construction

____ Enlargement

____ Alteration

____ Home Occupation

____ Multi-Family Dwelling

X Other, Bridge replacment

Explain: The existing bridge will be removed and replaced by staged construction with a 70 ft. long single span structure. The creek channel will be protected with reprap.

The following material is submitted with this application, as required by Article 6 and Section 3.170 of the Zoning Ordinance:

a) Plans and specification, drawn to scale, showing the actual shape and dimensions of the property to be used.

b) The size and locations of the property and of the buildings and other structures, existing and proposed.

c) The existing and intended use of each building, structure, or part thereof.

d) The number of families to be accomodated on the property, if any.

e) Building setbacks.

Provisions completed or proposed for:

a. Water Supply
b. Sewage Disposal
c. Soild Waste
d. Utilities
e. Access
f. Fire Protection
g. Other Service, Public and Private

I acknowledge that I am familiar with the standards and limitations set forth by the Zoning Ordinance, and that additional standards may be specified by the Crook County Planning Commission, as provided by the Zoning Ordinance. I propose to meet the standards governing conditional uses, as established by Article 6 and Section 3.170 of the Zoning Ordinance, as set forth hereinbefore, and as shown on the plans and specifications submitted with this application, or have submitted a specific request for any variances thereto.

Dated :______________________________
Mailing Address:______________________________ Business Phone:________
______________________________ Home Phone:________
Signed:______________________________
By:______________________________
Authorized Agent

FOR OFFICE USE ONLY

________ ________ ________ ________ ________ ________ ________

I hereby certify that an application for a Conditional Use Permit as required by the Crook County Zoning Ordinance of 1978, Section____________, was received by me for filing with the Prineville City Planning Commission on this ________ day of ____________, 19________.
The receipt is for the amount of ______________.
Dated:______________________________
Planning Staff Signature:

CROOK COUNTY PLANNING COMMISSION

APPLICATION FOR CONDITIONAL USE PERMIT NO. C-CU-______

I, ______, hereby make application to the Crook County Planning Commission for a Conditional Use Permit to secure authorization for removal and replacement of Ochoco Cr. Bridge No. 2746A in a(n) FP Zone, as provided by Section 3.170 of the Crook County Zoning Ordinance of 1978 and amendments in effect on this date. The property upon which such use would be situated is identified by the following:

Township: 14S Range: 15E Section: 25 TL(s) ______

Subdivision: ______ Block: ______ Lot(s) ______

The proposed use is:

Was obtained 10/10/84 dLP

______ New Construction

______ Enlargement

______ Alteration

______ Home Occupation

______ Multi-Family Dwelling

X Other, Bridge replacment

Explain: The existing bridge will be removed and replaced by staged construction with a 70 ft. long single span structure. The creek channel will be protected with riprap.

The following material is submitted with this application, as required by Article 6 and Section 3.-170 of the Zoning Ordinance:

a) Plans and specification, drawn to scale, showing the actual shape and dimensions of the property to be used.

b) The size and locations of the property and of the buildings and other structures, existing and proposed.

c) The existing and intended use of each building, structure, or part thereof.

d) The number of families to be accomodated on the property, if any.

e) Building setbacks.

Provisions completed or proposed for:

- a. Water Supply
- b. Sewage Disposal
- c. Soild Waste
- d. Utilities
- e. Access
- f. Fire Protection
- g. Other Service, Public and Private

I acknowledge that I am familiar with the standards and limitations set forth by the Zoning Ordinance, and that additional standards may be specified by the Crook County Planning Commission, as provided by the Zoning Ordinance. I propose to meet the standards governing conditional uses, as established by Article 6 and Section 3.170 of the Zoning Ordinance, as set forth hereinbefore, and as shown on the plans and specifications submitted with this application, or have submitted a specific request for any variances thereto.

Dated :______________________________
Mailing Address:______________________________ Business Phone:________
______________________________ Home Phone:________
Signed:______________________________
By:______________________________
Authorized Agent

FOR OFFICE USE ONLY

________ ________ ________ ________ ________ ________ ________

I hereby certify that an application for a Conditional Use Permit as required by the Crook County Zoning Ordinance of 1978, Section__________, was received by me for filing with the Prineville City Planning Commission on this ________ day of __________, 19______.
The receipt is for the amount of ____________.
Dated:______________________________
Planning Staff Signature:

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

8-21-84

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ECT LOCATION (45 typewriter spaces) 26, 7.4 mi. SE of Jefferson Co. Ln. SE mi.	**ADT**	PRESENT 1,400	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 118	ITEM NO. 40133

WORK (35 typewriter	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRF-	NUMBER 45	SEQ. NO. (2)	I. Projects Only POST MI. / DESIG.

Bridge Replacement (65% On-System)

COUNTY NAME: Crook — CODE: 013

ROUTE NO. P — FEDERAL-AID: 45 — STATE: 360 — U.S.: 26

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST ODE) 080	(09)	"McKay Cr. & Ochoco Cr. Bridges Sec."	0.175	600,000	480,000	120,000		
DRH		PROJECT TOTALS	0.175	600,000	480,000	120,000		

ROVAL DATES
10-1-83

047

REMARKS
Additional Data: Item No. 40133; Project No. BRF-45(1).

-over-

USCOMM DUSCOMM-DC 48808-P61

Budget Bureau No. 41-R2067; App

U.S. DEPA

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 8-21-84

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) US 26, 7.4 mi. SE of Jefferson Co. Ln. SE 0.7 mi.	ADT	PRESENT 1,400	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Bridges (2)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) BRF-	NUMBER 45	SE (2)

CARD 4	CLASS OF FEDERAL FUNDS Bridge Replacement (65% On-System)	COUNTY NAME Crook				CODE 013
	NAME OF URBAN AREA ----	ROUTE NO. P	FEDERAL-AID 45	STATE 360	U.S. 26	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (80%)	STATE FUNDS	OTHER FUNDS
1	(14-18)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) X080	(09)	"McKay Cr. & Ochoco Cr. Bridges Sec."	0.175	600,000	480,000	120,000	

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.175	600,000	480,000	120,000	
1	14	PROGRAM APPROVAL DATES 10-1-83					REMARKS Additional Data: Item No. 40133; P No. BRF-45(1).	

Key #02047

McKay Cr. & Ochoco Cr. Bridges Sec.

Remarks Continued:

Project Data: Work under this project consists of 1) construct two reinforced concrete slab span bridges (No. 2745A McKay Cr. and No. 2746A Ochoco Cr.) length 70 ft., roadway width 39 ft. 4 in.; 2) construct approaches requiring grade, drain and H-T pave to provide for two 12 ft. travel lanes with 8 ft. paved shoulders; 3) utility adjustments as required; and 4) incidentals common to this type of project.

ote: 1) This project is in Congressional District No. 2.
2) Included in 6 Yr. HIP on Page 35, Index 313.
3) Included in the approved replacement inventory with a sufficiency rating of 8.0 (McKay Cr. #02745-360-02371) and 12.8 (Ochoco Cr. #02746-360-02442).

[illegible]

CON T.
[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

August 15, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon BRF-45(1)
Consultants Preliminary Engineering Report
McKay/Ochoco Creek Bridges

We have reviewed the consultant's (Robert E. Meyer Consultants, Inc.) report of July 1984 and generally agree with the findings.

We have some comments on the maximum Ochoco Creek flow. The development of this flow shown on page 4 is confusing when considering the unregulated volume over the dam at full storage. The maximum discharge is described at 2,500 cubic feet per second May 9, 1956. What recurrance interval would this flow represent? Should this be the design flow?

If you receive a satisfactory answer to these questions please proceed with the proposed design.

Sincerely yours,

For Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

8-17-84
cy- assign to Hart - if satisfied proceed

RECEIVED
STAT.. HWY ENGR
AUG 16'84
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

CON 19-1
McKay C
Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
2745A
2746A

August 7, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGN
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: McKay/Ochoco Creek Bridge Projects
BRS 2745A and 2746A

Enclosed is one reduced print each of drawings which are the preliminary plan and elevation and vicinity map for these structures and roadway. Also enclosed is one copy of the hydraulic report.

The alignment and roadway width are in accordance with the standards governing the project.

Please respond with your comments even if only by telephone by August 9 as the completion date is August 17.

DGH:jrb

Enclosures

cc: E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1
D. D. Allen /w/ 1
Cam Gilmour /w/ 1
Dave Bryson /w/ 1 plus hydraulic report
Specifications /w/ 1

JB

RECEIVED
STAT HWY ENGR
AUG 8 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-45(1) McKay

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Crook

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40133

4-15-84

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/10/84

8. FEDERAL ROUTE NUMBER Primary 45

9. STATE ROUTE NUMBER Secondary 360

10. GENERAL LOCATION:

McKay Creek Bridge #2745 and Ochoco Creek Bridge #2746 Section

11. GENERAL DESCRIPTION OF WORK

Consultant Agreement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

RECEIVED
STATE HWY ENGR
APR 19 '84
Orig. 4/19
REFER TO Potter
FOR

Info	Instrs	R/D	D/R	Sign	Act	File

13. REMARKS

As requested by Mr. Potter's letter of 4/3/84 I approve the Consultant Agreement with Robert E. Meyer Consultants Inc., and you are authorized to proceed with the preliminary engineering covered by the Agreement on an actual cost basis estimated to be $59,841.27 which includes a fixed fee in amount of $4,392.52.

An approved copy of the Agreement is returned herewith.

Also, as requested, I approve the revised preliminary engineering costs to a TEC of $69,841 - Federal Fund $55,873.

(Increase TEC $7,574 - Federal Funds $6,059)

14. DATE 4/10/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 19-1
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 10, 1984

NOTED
H. S. COULTER

In Reply Refer to
File No.:
DES 23
2745A

Robert E. Meyer, President
Robert E. Meyer Consultants, Inc.
4805 SW Griffith Drive, Suite 100
Beaverton, OR 97005

Personal Service Contract
McKay Creek and Ochoco Creek Bridges Project

Enclosed for your records is a fully executed personal service contract for preconstruction engineering services to be provided for the McKay Creek and Ochoco Creek Bridges on the Madras-Prineville Highway in Crook County. The ODOT Program Section notified us today that all necessary approvals have been obtained, and that you may now begin work on the project. All work shall be done by August 22, 1984 based on Paragraph 2.b. of the Contract.

Enclosed is material from our files that may be of use. There is additional information available on the existing bridge in the files of the Bridge Section. Most of that information is on microfilm, and may be viewed by contacting the project manager.

Please continue to work exclusively through the project manager, Jimmy S. Hansen. Jim will contact you this week to arrange an on-site pre-design meeting with one of my Design Supervisors and a Region 4 representative. For questions about Field Location Work, you may contact Ken Eddy, Region 4 Design Specialist, 63055 N. Highway 97, P. O. Box 5309, Bend, OR 97708, telephone 388-6191.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart, P.E.
Bridge Engineer

Enclosures
cc: H. S. Coulter
Program Section
Commission Services
Region 4 /w/ Contract
FHWA

RECEIVED STATE HWY ENGR						
APR 10 '84						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

CCN 19-1
McKay

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 3, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Personal Services Contract & Program Change
Project No. BRF-45(1)
McKay & Ochoco Cr. Bridges
Madras-Prineville Hwy.
Crook County

Enclosed for your approval are two copies of a fully executed Personal Services Contract between Robert E. Meyer Consultants Inc. and the State Highway Division on the subject project. The estimated total cost for work by the consultant is $59,841.27.

I further request the following:

1) Authorization to proceed with work by the consultant as an estimated total cost of $59,841.27.

2) Approval of a program change to increase the estimated total cost and Federal funds on the project as indicated on the enclosed Authority for Survey with revised financing as follows:

	TOTAL COST	FEDERAL FUNDS
Present Authorization	$62,267	$49,814
Additional Required	7,574	6,059
TOTAL	$69,841	$55,873

3) The return of one copy of the consultant agreement approved for our files.

CL:pf

cc: Ed Marges
J. Hansen, Bridge
General Files

Form 734-3122

C cN 19-1
McKay

C

AGR

Walt Hart
Attn: Jimmy Hansen
BRIDGE SECTION

April 3, 1984

Robert W. Gormsen
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 8101

Attached for transmitting to Robert E. Meyer Consultants, Inc., for preconstruction engineering on the McKay and Ochoco Creek Bridge of the Madras-Prineville Highway is a fully executed personal service contract.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

fkn
Att.

cc Jack Sollis (agree. att.)
Ed Merges

19-9 360

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Crook Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
McKay Creek and Ochoco Creek Bridges (Bridges 2745, 2746)

REGION
IV

SURVEY AUTHORITY Hwy # 360

AUTHORIZATION NO.
1

PREFIX
107-1933

DATE
2-7-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		
904 CONSULTANT		34,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		900	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,200
906 BRIDGE DESIGN		2,400	921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		400	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 44,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRF-45(1)

LOCATION ENGINEER'S REMARKS

Consultant to perform all preliminary engineering through P S & E including Hydraulic Report and Foundation Investigation.

1 Verstoeg ✓
Anderson
Adams
Macnab
2 Edwards E
Turpin
3 Trout
Wakerlig

RECEIVED
FEB 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY J.E. Chidsey	DATE 10-21-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/11/84
RECOMMENDED, ~~ROADWAY ENGINEER~~ BRIDGE ENGINEER X Walter J. Grant	DATE 10-21-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S Chuck	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-2-84	

734-1914 (7-82)

LDY

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02047

SECTION McKay Creek & Ochoco Creek Bridges (Bridges 2745, 2746)			REGION IV
STATE HIGHWAY # 360	HIGHWAY NAME Madras-Prineville	MILE POST Intermittant FROM 23.71 TO 24.42	LENGTH 0.18 tota
☐ URBAN ☒ RURAL	CITY	COUNTY Crook	ROAD/STREET NAME
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 44	GRADING (✓)	X	FILES (#)		
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)		
ROADWAY	$ 80		STRUCTURES (✓)	X	RELOCATIONS (#)		
STRUCTURES	$ 272		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	C
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	C
TEMPORARY PROTECTION	$ 30				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
Remove Exist. Structures	$ 22		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 162		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 566	WORK TYPE (1-12)	2	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$ 610					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 / 84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	2	2
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	1,400	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Existing timber trestle structures have deteriorated to the extent that a high level of maintenance is required. These bridges were built in 1941 and have restricted horizontal clearance.

PROPOSED SOLUTION

Replace the structures with concrete bridges providing more adequate horizontal clearance.

REQUESTED [illegible] BRIDGE ENGINEER X	DATE 10-21-83			
APPROVED. ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

Crook Co

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: McKay Creek and Ochoco Creek Bridges (Bridges 2745, 2746)

REGION: IV

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	SC	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	SC	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	~~N~~ C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	CS	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				3			10	×	10			3				
				8			12		12			8				

PROPOSED

SUGGESTED BASE DESIGN					
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA							
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1 45%	70'	40'	121,000	BRIDGE 5	4		
BRIDGE 2 55%	87'	40'	151,000	BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
McKay Creek and Ochoco Creek Bridges (Bridges 2745, 2746)

REGION
IV

ESTIMATED RIGHT-OF-WAY IMPACTS
No additional right of way anticipated. Impact on existing right of way is minimal.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Wider structures will improve the safety to the motoring public.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Minimal impact on streams during construction.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

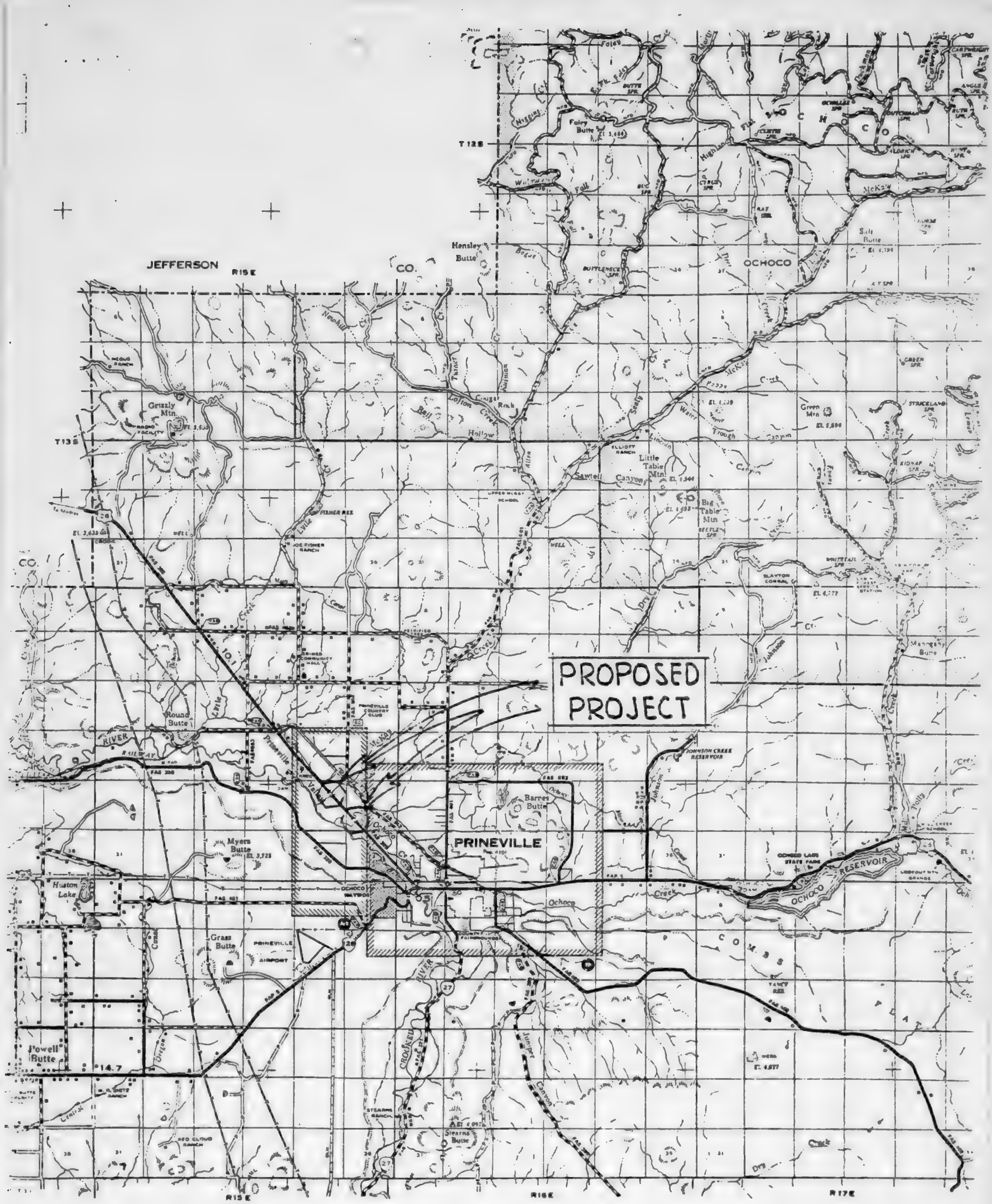
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X J.E.Chidsey	378-6551	

734-1913 (7-82)


PROPOSED PROJECT
PRINEVILLE
JEFFERSON
CO.
R15E
R16E
R17E
T12S
T13S
OCHOCO
Foley Butte
Hensley Butte
Grizzly Mtn
Round Butte
Myers Butte
Huston Lake
Grass Butte
PRINEVILLE AIRPORT
Powell Butte
Barnes Butte
Little Table Mtn
Big Table Mtn
Green Mtn
Salt Butte
Stearns Butte
Mahogany Butte
JOHNSON CREEK RESERVOIR
OCHOCO RESERVOIR
OCHOCO LAKE STATE PARK
COMBS FLAT
Ochoco
Crooked River
McKay Creek
Mill Creek
Lytle Creek
Allen Creek
Johnson Creek
Juniper Canyon
RIVER
RAILWAY
26
27
14.7
10.1

LEGEND

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
McKay Creek and Ochoco Creek Bridges (Bridges 2745, 2746)

REGION
IV

PROJECT JUSTIFICATION

The existing structures were built in 1941 and have outlived their economic life. The sufficiency ratings for these structures are:

BRIDGE	BRIDGE NO.	SUFFICIENCY RATING
McKay Creek	2745	8.0
Ochoco Creek	2746	12.8

ADMINISTRATION RECOMMENDATION

rll

CON 19-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-45(1) McKay Cr.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Crook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40133

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/2/84

8. FEDERAL ROUTE NUMBER Primary 45

9. STATE ROUTE NUMBER Secondary 360

10. GENERAL LOCATION:
McKay Creek Bridge #2745 and Ochoco Creek Bridge #2746 Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $62,297
FF $49,814
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 1/25/84.

RECEIVED
STATE HWY ENGR
FEB 7 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 2/2/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoosmer

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

CON 19-1

McKay & Ochoco Cr. Br.

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. P	ROUTE NO. STATE
US 26, 7.4 mi. SE of Jefferson Co. Line, SE 0.7 mi. "McKay & Ochoco Creek Section"	118	40133	BRF-45(1)	45	360

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 100' min.

Water Development None Recreation & Historical Areas None

County Crook Code 015

tracer CON 19-1 Ochoco

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ________

Dist. 10 Cl. Ho. ..... Exempt X Date Approved ________ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2 .

(2) ________

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases

___ All Phases thru Final Envir. Document

X Incl. Archeological Salvage

X " Util. Preparatory Work

___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 62,267
80%	FF	$ 49,814
	STATE	$ 12,453
		$

For PR-37:

Field Phase $

PS&E Phase $

REMARKS:

Attached is a copy of Parts 1, 2 & 4 of the Project Prospectus.

JLG:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
1-25-84	ORIGINAL SIGNED BY GARY A. POTTER GARY A. POTTER	MANAGER, PROGRAM SECTION

XC: GENERAL FILES

1985 Elkhead Rd. Intchge.-Rice Hill 9930
Sec. Pacific Highway
(Grading, paving & structure)

C+A 9137 3-6-87

9930

Oregon

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR

FILE CODE:
ADM

August 19, 1993

Holly Oakley
US Bank-Bear Creek Bridge
17000 Avondale Way NE
Redmond WA 98052

Re: Goshen Cottage Grove Section, ODOT Contract #9638
Elkhead Road Interchange-Rice Hill Interchange
ODOT Contract #9930
Goshen-Cottage Grove (NB Lanes), ODOT Contract #9939

I have been advised by Dick Yetter, ODOT Labor Compliance Officer, that the labor issue which resulted in a security deposit with your bank has been resolved in favor of the contractor--Wildish Corvallis Construction Company. This is security deposit #26-20000138 in the amount of $21,925.97.

By this letter, I am authorizing your bank as trustee of the funds to release them to Wildish Corvallis Construction Co. as specified in the Agreement for Deposits In Lieu of Alleged Underpayment of Wages and Fringe Benefits.

Please provide confirmation of disbursement of the funds to Dick Yetter, ODOT Labor Compliance Officer, Contract Administration Unit, Department of Transportation, 2950 State Street, Salem, Oregon 97310.

William Anhorn
Deputy Director

bc: Tom Lulay
Wayne Cobine
Dick Yetter
Fran Neavoll

RY: sb

135 Transportation Bldg.
Salem, OR 97310
(503) 378-6388

STATE OF OREGON INTEROFFICE MEMO
DEPARTMENT OF TRANSPORTATION - OPERATIONS SUPPORT SECTION 378-6528

FILE: CON 4

DATE: August 13, 1993

TO: Ken Karnosh
Contract Administration Engineer

Dick /dp

FROM: Dick Yetter
Labor Compliance Officer

SUBJECT: Goshen-Cottage Grove Section
ODOT Contract #9638
Elkhead Road Interchange - Rice Hill Interchange
ODOT Contract #9930
Goshen-Cottage Grove (NB Lanes)
ODOT Contract #9939

Attached is a copy of the deposit agreement executed in February 1987 to guarantee the availability of funds to pay potential claims arising from Concrete Products, Inc. alleged labor provision violations on the above referenced contracts.

Tom Neunaber, FHWA Region 10 Contract Administration Engineer has determined Concrete Products was not in violation of the contract labor standards. In accordance with the agreement we should notify the trustee to release the funds to Wildish Paving Co., DBA Wildish Corvallis Construction Co. at the time the labor issue arose.

Paragraph 7 of the "agreement" specified the deposit may be released only upon written authorization of the State Highway Engineer.

Authorization to release the deposit should be directed to:

Ms. Holly Oakley
US Bank of Washington
Bear Creek Branch
17000 Avondale Way NE
Redmond, WA 98052

Also attached is a copy of the time deposit receipt.

RY:dp
goshen.ry

Attachment

9930

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-80	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 2-7-89	State OREGON
PROJECT REPORT NUMBER		County DOUGLAS
MODIFICATION NUMBER 3		Project Number IR-5-3(131)147

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 21 , 19 84 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,913,842	$ 6,650,945
Federal funds	$ 6,375,943	$ 6,128,889
Other revisions		

This modification is made for the following reasons: To deobligate Appn. Code 044 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of FEB , 19 '89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

By FOR: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 13, 1989

Federal-Aid Project No. IR-5-3(131)147

Elkhead Road Interchange-Rice Hill Interchange
Pacific Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code K000
Pavement Restoration SB Lanes (Sta. 693+00 to Sta. 1066+00)

SUBTOTAL as on previous Estimate of June 24, 1987	$5,632,208.00
Decrease in Construction Costs	250,563.00
SUBTOTAL	$5,381,645.00
Engineering	685,019.59
TOTAL	$6,066,664.59

Type Code X121
Structure (Br. #7640A)(#7636B)(#7644B)

TOTAL as on previous Estimate of June 24, 1987 $ 176,906.00

Type Code X221
Structure (Br. #7639B)(#7642A)

TOTAL as on previous Estimate of June 24, 1987 $ 397,209.00

Length of Project ----------------- 7.064 mi.

Road Cost Per Mile ---------------- $856,360.42

Reserve Used

E.W.O. #11, S.F.O. #2 $ 5,165.41

Nonparticipating Items

TOTAL as on previous Estimate of June 24, 1987 $ 5,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$6,066,664.59	$5,594,678.00	$471,986.59
Structures	176,906.00	163,142.00	13,764.00
Structures	397,209.00	366,306.00	30,903.00
Nonpartic. Items	5,000.00	---	5,000.00
Reserve Used	5,165.41	4,763.00	402.41
TOTAL	$6,650,945.00	$6,128,889.00	$522,056.00

SubJob 010: 0%; SubJob 011: 100%
Appn Code: 044
Contract No. 9930
Prefix: C610-1929 (P.E.)

DCN:pf

1930

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
MONTHLY TRANSACTION NUMBER 7 1 1	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 7-8-87	County DOUGLAS
PROJECT REPORT NUMBER		Project Number IR-5-3(131)147
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 21, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,853,837.00	$ 6,913,842.00
Federal funds	$ 6,320,607.00	$ 6,375,943.00
Other revisions		

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of JUL, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry

Manager, Program Section
(Title)

FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon June 24, 1987

Federal-Aid Project No. IR-5-3(131)147

Elhead Rd. Interchange-Rice Hill Interchange
Pacific Highway
Douglas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code K000
Pavement Restoration SB Lanes (Sta. 693+00 to Sta. 1066+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class B Asphalt	Ton	27.50	13,950	$383,625.00	16,132	$443,630.00
				$383,625.00		$443,630.00

Increase	$ 60,005.00
SUBTOTAL from Estimate of October 9, 1986	5,572,203.00
Subtotal	$5,632,208.00
Engineering	685,019.00
Total	$6,317,227.00

Type Code X121
Structure (Br. #7640A)(#7636B)(#7644B)

TOTAL as shown on Estimate of December 17, 1984	$ 176,906.00

Type Code X221
Structure (Br. #7639B)(#7642A)

TOTAL as shown on Estimate of December 17, 1984	$ 397,209.00

Length of Project ---------------------- 7.064 mile

Road Cost Per Mile ---------------------- $885,790.20

Retain in Reserve

Power Costs for Temporary Illumination	All Required	$ 5,000.00
Detour Patching	All Required	5,000.00
Safety Work Items	All Required	10,000.00
	SUBTOTAL	$ 20,000.00
	Engineering	2,500.00
	TOTAL	$ 22,500.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	044	$6,317,227.00	$5,825,746.00	$491,481.00
Structures	044	176,906.00	163,142.00	13,764.00
Structures	044	397,209.00	366,306.00	30,903.00
SUBTOTAL		$6,891,342.00	$6,355,194.00	$536,148.00
Reserve	044	22,500.00	20,749.00	1,751.00
TOTAL		$6,913,842.00	$6,375,943.00	$537,899.00

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 5,000.00

Group 1: 100%
Contract No. 9930
Prefix: 610-1929 (P.E.)
Prefix: C09930

RLC:pf

9930

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 10-545
PROJECT REPORT NUMBER
MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-24-86

State Oregon
County Douglas
Project Number IR-5-3(131)147

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on 12-21, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,761,792	$ 6,853,837
Federal funds	$ 6,235,723	$ 6,320,607
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon October 9, 1986

Federal-Aid Project No. IR-5-3(131)147

ELKHEAD RD. INTERCHANGE-RICE HILL INTERCHANGE
PACIFIC HIGHWAY
DOUGLAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE K000
PAVEMENT RESTORATION SB LANES (Sta. 693+00 to Sta. 1066+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 25.00	1,389	$ 34,725.00	2,175	$ 54,375.00
Embankment in Place	7.00	15,300	107,100.00	17,410	121,870.00
Concrete in Surface Drains (PA #8A)	75.00	---	---	435	32,625.00
Slide Removal & Repair Emb. (FA #3)	---	---	---	---	
SUBTOTAL			$141,825.00		$233,870.00

Increase	$ 92,045.00
SUBTOTAL from Estimate of December 17, 1984	5,480,158.00
Subtotal	$ 5,572,203.00
Engineering	685,019.00
Total	$ 6,257,222.00

TYPE CODE X121
STRUCTURE (BR. #7640A)(#7636B)(#7644B)

TOTAL as shown on Estimate of December 17, 1984	$ 176,906.00

TYPE CODE X221
STRUCTURE (BR. #7639B)(#7642A)

TOTAL as shown on Estimate of December 17, 1984	$ 397,209.00

Length of Project ------------------- 7.064 mile

Road Cost Per Mile ------------------ $885,790.20

RETAIN IN RESERVE

Power Costs for Temporary Illumination	All Required	$ 5,000.00
Detour Patching	All Required	5,000.00
Safety Work Items	All Required	10,000.00
	SUBTOTAL	$ 20,000.00
	Engineering	2,500.00
	TOTAL	$ 22,500.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE
Roadway	044	$6,257,222.00	$5,770,410.00	$486,812.00
Structures	044	176,906.00	163,142.00	13,764.00
Structures	044	397,209.00	366,306.00	30,903.00
SUBTOTAL		$6,831,337.00	$6,299,858.00	$531,479.00
Reserve	044	22,500.00	20,749.00	1,751.00
TOTAL		$6,853,837.00	$6,320,607.00	$533,230.00

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 5,000.00

Group 1: 100%
Contract No. 9930
Prefix: 610-1929 (P.E.)
Prefix: C09930

Appn Code: 044

RLC:pf

STATE COPY

~~TO BE~~ COMPLETED BY FHWA 12-218	US Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Douglas PROJECT NO. IX-5-3(131)147

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Elkhead Road Interchange - Rice Hill Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-84	7.064
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 6,761,792.00	$ 6,235,723.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
for Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator DEC 21 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon December 17, 1984

Federal Aid Project No. IR-5-3(131)147

Elkhead Rd. Interchange-Rice Hill Interchange
Pacific Highway
Douglas County

PROJECT AGREEMENT ESTIMATE

Type Code K000
Pavement Restoration S.B. Lanes (Sta. 693+00 to Sta. 1066+00)

Furnishing Field Laboratory	Each	1	5,000.00	$ 5,000.00
Mobilization	Lump Sum	All	Lump Sum	595,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	25,000.00
Temporary Signs	Sq. Ft.	1,389	25.00	34,725.00
Temporary Barricades	Each	48	50.00	2,400.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	22,000	.01	220.00
Moving Temporary Concrete Barriers	Lin. Ft.	48,800	.01	488.00
Temporary Impact Barrier	Each	2	3,000.00	6,000.00
Temporary Illumination	Lump Sum	All	Lump Sum	70,000.00
Temporary Plastic Safety Markers	Each	170	50.00	8,500.00
Temporary Delineators	Each	16	50.00	800.00
Sequential Arrow Signs	Each	4	3,500.00	14,000.00
Flaggers	Hour	1,000	1.00	1,000.00
Portable Changeable Message Signs	Each	4	100.00	400.00
Stripe Removal	Lin. Ft.	37,380	0.50	18,690.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	60,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	50,000.00
Ditch Excavation	Cu. Yd.	170	20.00	3,400.00
Embankment in Place	Cu. Yd.	15,300	7.00	107,100.00
Cold Plane Pavement Removal	Ton	55,800	6.75	376,650.00
Trench Excavation	Cu. Yd.	340	5.00	1,700.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	50,000.00
Furnishing and Placing Topsoil	Cu. Yd.	630	20.00	12,600.00
Watering	M-Gal.	575	20.00	11,500.00
Aggregate Base	Ton	7,350	8.00	58,800.00
Aggregate Shoulders	Ton	9,550	8.00	76,400.00
Cement Treated Base	Sq. Yd.	76,400	1.25	95,500.00

Cement for Treated Base	Ton	1,420	70.00	99,400.00
Class "B" Asphalt Concrete Mixture	Ton	13,950	27.50	383,625.00
Asphalt Cement in Mixture	Ton	840	170.00	142,800.00
Hydrated Lime in Mixture	Ton	170	0.00	0.00
Asphalt in Tack Coat	Ton	20	400.00	8,000.00
Continuously Reinforced Concrete Pavement	Sq. Yd.	113,250	23.30	2,638,725.00
Reinforced Concrete Pavement	Sq. Yd.	1,150	36.00	41,400.00
Pavement Terminal Anchors	Lin. Ft.	416	100.00	41,600.00
Terminal Expansion Joints	Lin. Ft.	156	150.00	23,400.00
12-inch Culvert Pipe	Lin. Ft.	186	15.00	2,790.00
18-inch Culvert Pipe	Lin. Ft.	250	20.00	5,000.00
24-inch Culvert Pipe	Lin. Ft.	8	50.00	400.00
12-inch Storm Sewer Pipe	Lin. Ft.	908	20.00	18,160.00
Extra for Pipe Under Pavement	Lin. Ft.	677	15.00	10,155.00
Concrete Inlets, Type G-2	Each	10	600.00	6,000.00
Concrete Inlets, Type M-0	Each	2	1,000.00	2,000.00
Surfacing Drains	Lin. Ft.	36,980	4.00	147,920.00
Surfacing Drain Outlets	Each	93	150.00	13,950.00
Guard Rail, Type 2A	Lin. Ft.	15,560	4.00	62,240.00
Guard Rail, Type 3	Lin. Ft.	300	25.00	7,500.00
Guard Rail Anchors, Type 1	Each	15	300.00	4,500.00
Guard Rail Anchors, Type 1 Modified	Each	13	300.00	3,900.00
Rail End Pieces, Type B	Each	9	100.00	900.00
Rail End Pieces, Type C	Each	15	100.00	1,500.00
Bridge Connections	Each	15	200.00	3,000.00
Type 2 Fence	Lin. Ft.	300	4.00	1,200.00
Concrete Barrier	Lin. Ft.	3,400	22.00	74,800.00
Paved Culvert End Slopes	Sq. Ft.	46	20.00	920.00
Delineators, Type 1	Each	93	20.00	1,860.00
Delineators, Type 2	Each	110	20.00	2,200.00
Delineators, Type 3	Each	50	25.00	1,250.00
Delineators, Type 4	Each	60	15.00	900.00
Seeding, Fertilizing and Mulching	Acre	2	1,000.00	2,000.00
Furnishing and Planting Conifer Trees	Each	66	75.00	4,950.00
Furnishing and Planting Deciduous Trees	Each	16	50.00	800.00
Furnishing and Planting Shrubs	Each	1,795	2.00	3,590.00
Bark Mulch	Unit	23	150.00	3,450.00
Wood Sign Posts	Lump Sum	All	Lump Sum	1,000.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	1,000.00
				$ 5,454,658.00

Anticipated Items

Permanent Pavement Striping	All Required			$ 11,400.00
Temporary Pavement Striping	All Required			2,400.00
Remove Pavement Striping (Exist. & Temp.)	All Required			9,600.00
Temporary Erosion Control	All Required			500.00
On the Job Trainees	Hours	2,000		1,600.00
				$ 25,500.00
			Subtotal	$ 5,480,158.00
			Engineering	685,019.00
			Total	$ 6,165,177.00

Type Code X121
Structure (Br. #7640A), (7636B) and (7644B)

Class 1 Preparation	Sq. Yd.	2,757	15.00	$ 41,355.00
Class 2 Preparation	Sq. Yd.	276	40.00	11,040.00
Furnish Latex-Modified Concrete	Cu. Yd.	115	500.00	57,500.00
Construct Latex-Modified Concrete Resurfacing	Sq. Yd.	2,757	15.00	41,355.00
				$ 151,250.00

Anticipated Items

Railroad Protective Costs	All Required			$ 6,000.00
			Subtotal	$ 157,250.00
			Engineering	19,656.00
			Total	$ 176,906.00

Type Code X221
Structures (Br.'s #7639B & #7642A)

Bridge No. 7639B

Raise Existing Bridge	Lump Sum	All	Lump Sum	$ 160,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	116	75.00	8,700.00

Bridge No. 7642A

Raise Existing Bridge	Lump Sum	All	Lump Sum	175,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	125	75.00	9,375.00
			Subtotal	$ 353,075.00
			Engineering	44,134.00
			Total	$ 397,209.00

Length of Project		7.064 miles
Roadway Cost Per Mile	$	872,760.05

Retain in Reserve

Power Costs for Temporary Illumination	All Required		$	5,000.00
Detour Patching	All Required			5,000.00
Safety Work Items	All Required			10,000.00
		Subtotal	$	20,000.00
		Engineering		2,500.00
		Total	$	22,500.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$6,165,177.00	$5,685,526.00	$ 479,651.00
Structures	176,906.00	163,142.00	13,764.00
Structures	397,209.00	366,306.00	30,903.00
Subtotal	$6,739,292.00	$6,214,974.00	$ 524,318.00
Reserve	22,500.00	20,749.00	1,751.00
Total	$6,761,792.00	$6,235,723.00	$ 526,069.00

Group 1 100%
Contract No. 9930
Prefix: 610-1929 P.E.
Prefix: 610-1032

Appn Code 044

NONPARTICIPATING STATE WORK

State Responsibility for Damagesq	All Required	$	5,000.00

WH:bkb

BI

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 7	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 3/9/88	REPORT MADE BY 3-9-88 Richard R. Arnold, Area Engineer		PROJECT NO. IR-5-3(131)147
COMPLETION DATE (Actual) 10/30/86	ACCEPTANCE DATE BY CONRTACT AGENCY 12/12/87	TIME ELAPSED 100 %	CONTRACT TIME SCD 11/11/86

LOCATION

ELKHEAD RD. - RICE HILL INTERCHANGE
PACIFIC HIGHWAY
Grading, Paving & Structure

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

The final estimated cost of this project is $6,877,912.18.

Project records indicate that 11 materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements with the exceptions as listed in the States November 13, 1987 materials certification attached to the Division Office copy of this report.

A statement of overruns and underruns is attached to the Division Office copy of this report.

NOTED
N. E. SCHWARTZ

cj
3/21

RECEIVED
STATE HWY ENGR
MAR 16 '88
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer (Area 3)	DATE 3/9/88	TITLE District Engineer B	DATE 3/16/88

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

9930

January 7, 1988

CON 5 - 9930

Industrial Indemnity Company
Bond Department
101 SW Main, Suite 1300
Portland, OR 97204

On December 22, 1987, we wrote to you concerning release of final payment on Contract No. 9930 awarded to Wildish Corvallis Construction Co. for work on the Elkhead Road Interchange-Rice Hill Interchange Section of Pacific Highway in Douglas County.

The total contract amount is $6,354,924.24 including $81,937.37 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
James Gix

9930

Contract Payments 378-6594 FILE: CON 5
9930

Commission Services December 12, 1987

W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9930, On Site Work Substantially Completed October 30, 1986

All Work Completed	October 23, 1987
Project	Elkhead Rd. Intch.-Rice Hill Intch.
Highway	Pacific
County	Douglas
Type of Work	Grade, Pave and Structures
Contractor	Wildish Corvallis Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9 1 3 · jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

☒ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
JAN 6 '88
REFER TO Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Douglas	Oregon

Oy 117

IN COMPANY WITH
Unaccompanied

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
12/3/87	Richard R. Arnold, Area Engineer	IR-5-3(131)147

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	S.C.D. 9/1/86 %	100 %

ELKHEAD RD. - RICE HILL INTERRCHANGE
PACIFIC HIGHWAY
Grading, Paving & Structure

NOTED
W. E. SCHWARTZ

Work completed under this project consisted of construction of roadbed grading, cold plane pavement removal, placement of cement treated base, aggregate base, aggregate shoulders, asphalt concrete pavement and Portland Cement concrete pavement. Also construction of latex-modified concrete resurfacing and raising two existing bridges, along with signing, landscaping and incidentals.

A contract in the amount of $5,958,983 was awarded Wildish Corvallis on 12/10/84. Work began on 2/26/85 and was completed in reasonably close conformance with the approved plans and specifications with the exceptions noted below, including approved changes, on 10/31/86 at a final estimated cost of $6,858,880.87 which includes $6,121,678.90 for original bid item work, $152,323.33 for work completed under approved price agreements, $81,937.37 for extra work orders, $17,738.85 for State force work, $5,202.42 adjustment for asphalt cost escalation and $480,000 for construction engineering to date.

The original contract allowed 700 calendar days to complete the contract. Price agreement #2 changed the completion date to a specified date of 9/1/86 due to a change in the project staging. All except the landscaping work was completed by 7/16/86 at which time the contract was put on a stop work order until weather conditions were correct for the landscaping work. A resume work order was issued 9/25/86 giving an adjusted specified completion date of 11/11/86. Therefore, no liquidated damages were assessed.

A small section of PCC failed after the contract was complete. The contractor was directed to repair this area at no additional cost to the contract. This work has been completed and appears to be satisfactory.

Project records indicate tha all materials incorporated into the work were tested or field inspected and found to be in reasonably close conformance with specification requirements with the exception of PCC smoothness, non-spec AC compaction, non-spec aggregate base and non-spec AC in mixture. A determination was made that these items were suitable for use and were accepted at a total price reduction of $15,611.22 by price agreements.

Based on the results of this inspection final acceptance of the contract work is recommended.

Form FHWA-1446A
(Rev. 2-84)

- RRA -

9930

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5
9930

TO: Commission Services

DATE: December 12, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9930, On Site Work Substantially Completed October 30, 1986

All Work Completed October 23, 1987

Project Elkhead Rd. Intch.-Rice Hill Intch.

Highway Pacific

County Douglas

Type of Work Grade, Pave and Structures

Contractor Wildish Corvallis Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-22-87 - Surety letter written. slp

RECEIVED
DEC 15 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9930

ROAD DESIGN-HIGHWAY DES 16

John Read
Project Manager

August 20, 1987

Andy Anderson
Traffic Control Design Leader

Sign Specification Interpretation
Elkhead Rd. Intchge.-Rice Hill Intchge.
Pacific Hwy.
Douglas County
Contract No. 9930

I apologize for the delay in responding to your request for an interpretation of the intent of the 111.92 specification on the subject project.

Our intent on this project was the same as for any other project. The signing and other traffic control equipment shown on the plans was intended to be placed as shown on the individual stage plan sheets. The signs are paid under the "Temporary signs" bid item when installed on the stage that they are first needed. After that, the signs are moved to subsequent stage locations and these moves are paid by the lump sum "Temporary Protection and Direction of Traffic" bid item.

The Special Provisions required additional work area signing and traffic control devices that were shown on Standard Drawings. Since all specific locations could not be shown for these devices we allowed two sets to be used on the project. By saying that additional sets were to be at the contractor's expense, we were able to set the quantity on which our estimate sets were needed. The contractor would include his anticipated extra sign costs in his bid.

If you have additional questions or need more information on how the specifications are written, please contact me by telephone at 378-6064.

cc: Wayne Cobine
Ted Litchfield
Jerry Wimer
Jim Gix

AA:mg

9930

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

July 6, 1987
IN REPLY REFER TO
HB.1-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-5-3(131)147
Contract 9930
Order for Force Work #5

The request for approval of the above Order for Force Work, submitted with Mr. Fredrickson's June 26, 1987 memorandum, is denied.

It is our understanding that the soil sterilant was placed by the maintenance section and therefore replacement of the plantings is a maintenance responsibility.

Sincerely yours,

John T. Price
Dale E. Wilken
for Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const) w/encl
  Order for Force Work

7/7
Schwartz - fyi & appropriate action.
cy- Adams
Orig to 7/9

RECEIVED
STATE HWY ENGR
JUL 7'87
REFER TO
Fredrickson
FOR

Info	Inv.	R/D	D/R	Sign	Act	File
					✓	

9-3

1859

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 14, 1987

In Reply Refer to
File No.:

9638
9930
9939

Charles R. Schrader
Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
1600 Orbanco Building
1001 SW Fifth Ave.
Portland, OR 97204

Re: Appeal of Determination of Underpayment of Wages and Fringe Benefits

Goshen-Cottage Grove Section
FAP No IR-5-3(125)175
Contract No. 9638

Elkhead Road Interchange-Rice Hill Interchange
FAP No. IR-5-3(131)147
Contract No. 9930

Goshen-Cottage Grove (N.B. Lanes)
FAP No. IR-5-3(132)174
Contract No. 9939

This will acknowledge receipt of your Appeal Notice on behalf of Wildish Corvallis Construction Company and Concrete Products, Inc.

This issue is being referred through the Federal Highway Administration to the U. S. Department of Labor for processing.

W. E. SCHWARTZ

J. L. Wid

J. L. Widmer, Acting Manager
EEO, MBE & Labor Compliance

JLW:KT:mk

cc: Tim Hendrix, Project Manager
Wildish Corvallis Construction Co.

bc: Larry Rulien
W. E. Schwartz
C. O. Fredrickson
Jack Sollis
Dale E. Wilken, FHWA

RECEIVED
STATE HWY ENGR
APR 14'87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

03174m

Form 734-3122 (1-87)

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 14, 1987

In Reply Refer to
File No.:

Tim Hendrix, Project Manager
Wildish Corvallis Construction Co.
P. O. Box 7428
Eugene, OR 97401

Re: Appeal of Determination of Underpayment
of Wages and Fringe Benefits

Goshen-Cottage Grove Section
FAP No IR-5-3(125)175
Contract No. 9638

Elkhead Road Interchange-Rice Hill Interchange
FAP No. IR-5-3(131)147
Contract No. 9930

Goshen-Cottage Grove (N.B. Lanes)
FAP No. IR-5-3(132)174
Contract No. 9939

This will acknowledge receipt of your Appeal Notice on behalf of Wildish Corvallis Construction Company and Concrete Products, Inc.

This issue is being referred through the Federal Highway Administration to the U. S. Department of Labor for processing.

J. L. Widmer, Acting Manager
EEO, MBE & Labor Compliance

RECEIVED
STATE HWY ENGR
APR 14 '87
REFER TO
FOR

JLW:KT:mk

cc: Charles R. Schrader
Allen, Kilmer, Schrader, Yazbeck & Chenowith

bc: Larry Rulien
W. E. Schwartz
C. O. Fredrickson
Jack Sollis
Dale E. Wilken, FHWA

03174m2

Form 734-3122 (1-87)

3-6

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I took the following actions and report this for your official records:

1) On January 14, 1987, approved an agreement with Wildish Corvallis Construction Co., and the Highway Division allowing contractor to deposit securities with the trustee, Old National Bank, Redmond Branch, in lieu of payment of alleged underpayment of wages and fringe benefits by Concrete Products, Inc., supplier, on the following contracts:

   No. 9638
   Goshen-Cottage Grove
   Pacific Highway, Lane County

   No. 9930
   Elkhead Rd. Interchange-Rice Hill Interchange
   Pacific Highway, Douglas County

   No. 9939
   Goshen-Cottage Grove
   Pacific Highway, Lane County

MISC. CONTRACTS and AGREEMENTS No. 9137

2) On January 21, 1987, signed Supplemental Contract Agreement No. 2 with Jack Burris Land Surveying for engineering services in Geographical Area 5B-La Grande. Supplemental changes the maximum compensation from $7,000 to $8,000. (Original agreement approved by Transportation Commission on April 15, 1986.)

3) On January 22, 1987, approved a personal service contract with Conference Company to provide support services for four one-day workshops on Basic Supervision beginning on or after January 30, 1987, and ending March 31, 1987, in Albany, Bend, La Grande and Roseburg at a cost not to exceed $3,000.

4) On January 23, 1987, signed a personal service contract with Wilsey & Ham, Inc. for preliminary engineering services on the Columbia City-Warren Section of the Lower Columbia River Highway in Columbia County at a cost of $186,514.94. All work shall be done within 330 calendar days. (Approved by Transportation Commission on May 15, 1984.)

5) On January 26, 1987, signed an agreement between the Highway Division and the Parks and Recreation Division relating to provision of financial management and accounting support services.

6) On January 27, 1987, established a 40 MPH speed zone on Franklin Boulevard (McVay Highway Frontage Road) in Lane County from the connection to McVay Highway No. 225 (M.P. F1.42) to College View Road (M.P. 2.18). Rescinds Speed Zone Order No. 933, dated May 22, 1986. (See Speed Zone Order No. 942)

7) On January 28, 1987, signed a supplemental agreement with the City of Portland that changes the work scope and increases the total project cost to $68,000 for the McLoughlin Corridor Project. (Approved by the Transportation Commission on May 20, 1980.)

8) On January 29, 1987, approved a personal service contract with Asphalt Specialists, Inc. to conduct four one-day workshops in pothole patching and crack sealing beginning on or after February 1, 1987, and ending March 31, 1987, at a cost of $3,800 in Roseburg, Corvallis, Bend & La Grande.

9) On January 29, 1987, signed an amendment to an agreement with Howard Needles Tammen & Bergendoff for preliminary engineering and environmental analysis on the Hayesville Interchange-Battlecreek Interchange Section of the Pacific Highway in Marion County. Amendment revises Phase III which covers preparation of the hearing study report. Phase III shall be completed in nine months, and the maximum cost is increased from $683,060 to $850,743. (Original contract approved by Transportation Commission on March 20, 1984.)

10) On February 4, 1987, approved a supplement to an agreement with the City of Nyssa for the traffic signal project on the Central Oregon Highway at 2nd Street in Malheur County. This supplement clarifies an insurance issue on the project.

11) On February 4, 1987, approved a supplement to an agreement with CH2M-Hill Northwest, Inc. for the South Slough (Charleston) Bridge preliminary engineering project in Coos County. This supplement revises the time schedule and extends the project completion date. (Approved by Transportation Commission on May 15, 1984.)

12) On February 5, 1987, signed a petition to vacate a section of Oregon Street between its intersection with First Street and The Dalles-California Highway in Klamath County.

13) On February 5, 1987, approved a personal service contract with Conference Company to conduct four one-day workshops in pothole patching and crack sealing beginning on or after January 30, 1987, and ending April 30, 1987, in Roseburg, Bend and La Grande at a cost not to exceed $3,000.

14) On February 5, 1987, approved a memorandum of agreement between the Highway Division and Public Utility Commissioner covering the truck inspection program beginning on October 1, 1986, through September 30, 1987.

15) On February 5, 1987, signed an agreement with PTS Business Development Center to provide supportive services to Disadvantaged, Minority and Women Business Enterprises at a cost of $128,000 from February 3, 1987 to February 2, 1988. (Approved by Transportation Commission on May 20, 1986.)

16) On February 5, 1987, signed an agreement with PTS Business Development Center to provide supportive services to enhance employment opportunities, placements and retention rates of minorities and women as trainees or apprentices on Federal-aid highway construction projects in Oregon at a cost of $109,000 beginning February 3, 1987 to February 2, 1988. (Approved by Transportation Commission on May 20, 1986.)

17) On February 10, 1987, signed an intergovernmental agreement with Arizona Department of Transportation to accommodate all State and Federal requirements covering the field test automatic vehicle identification equipment for the Crescent Demonstration Project. (Approved by Transportation Commission on September 16, 1986.)

18) On February 17, 1987, approved a personal service contract with National Corrective Training Institute for traffic safety classes on April 13 in The Dalles, April 15 in Bend, and April 17, 1987, in Klamath Falls at a cost not to exceed $2,800.

19) On February 20, 1987, authorized an emergency contract for placement of riprap protection to limit erosion of the ocean shore and adjacent roadway embankment at M.P. 319.5 on the Oregon Coast Highway between Ophir and Nesika Beach in Curry County. Estimated cost of repairs is $200,000. I determined that emergency repairs need to be done immediately to preserve the highway and protect the safety of the traveling public. Due to the emergency nature of the situation, time is not available to formally obtain bids.

20) On February 21, 1987, established 30 and 45 MPH speed zones on the Ochoco Highway No. 41 at the west city limits of Prineville in Crook County. Includes a 20 MPH speed zone when children are present. Rescinds Speed Zone Order #462 dated July 14, 1964. (See Speed Zone Order No. 943)

21) On February 24, 1987, approved an agreement with Spout Springs Fun Machine and Snow Company covering snow removal operations at the Spout Springs Ski Area in Union County.

22) On February 24, 1987, signed Supplemental Agreement No. 2 with Howard Needles Tammen & Bergendoff for preliminary design on the Alsea Bay Bridge in Lincoln County. Compensation for extra work in the amount of $605,408 increases the total project cost to $2,549,926 and calendar days are changed from 630 to 900. (Original agreement approved by the Transportation Commission on July 31, 1984.)

23) On February 26, 1987, signed a supplement to an agreement with Cooper Consultants for preliminary engineering services on the O'Neil Junction-N.C.L. Redmond Section of The Dalles-California Highway in Deschutes County. This supplement increases the project scope and total project cost from $142,632.00 to $146,235.00. (Original agreement approved by Transportation Commission on July 31, 1984.)

24) On February 27, 1987, signed Supplemental Agreement No. 1 with Tibbetts-Abbett-McCarthy-Stratton for the Phase 1 Survey of 181st Avenue-Troutdale Section of the Columbia River Highway (I-84) in Multnomah County. Supplement includes analysis and evaluation of relocating the UPRR line which parallels the freeway and increases the total project cost not to exceed $310,470.16. (Original agreement approved by the Transportation Commission on July 16, 1985.)

25) On February 27, 1987, signed Supplemental Agreement No. 5 with OBEC Consulting Engineers for preliminary engineering on the Cogswell Hill Slide Section of the McKenzie Highway in Lane County. Supplemental increases the cost of fixed price from $71,020 to $75,115.83. (Original agreement approved by the Transportation Commission on May 15, 1984.)

Larry W. Rulien, State Highway Engineer

Dated this 6 day of March, 1987

3-6-87

9930

OREGON DEPARTMENT OF TRANSPORTATION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

HIGHWAY DIVISION

PROJECT NAME (SECTION) Elkhead Road - Rice Hill Interchange	WEEK ENDING 11/29/86 CONTRACT NO 9930
HIGHWAY Pacific	COUNTY Douglas
CONTRACTOR Wildish Corvallis Cont.	KIND OF WORK Grading, Paving and Structures

F.A. PROJECT NO IR-5-1(131)147

DATE OF AWARD 12/01/84

FIRST NOTIFICATION DATE 02/01/85

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND 10/31/86

ESTIMATED SEMIFINAL SUBMITTAL DATE 12/01/86

AVERAGE FORCE ON PROJECT THIS WEEK SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100%

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 6,767,418.38

ESTIMATED PROJECT COST $ 6,286,179.74

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 7.1 %

ENGINEERING

AUTHORIZATION $ 481,238.64

COST THIS WEEK $ 1,460.00

TOTAL TO DATE $ 400,375.00

PERCENT OF AUTHORIZATION 83 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
ALL	09/01/86	0	0.0	0	Yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	0	0

ACTIVITIES THIS WEEK:

Project complete.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Project complete.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Final weekly report.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) John Read John Read

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

9930

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: November 14, 1986

In Reply Refer to File No.:
CON 5
9930

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-3(131)147

Contract 9930, Work Completed October 31, 1986

Project Elkhead Road Interchange-Rice Hill Interchange

Highway Pacific

County Douglas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Oct 29, 1986

for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

- ☐ DA
- ☐ ADA
- ☐ DIST A
- 4) ☑ DIST B
- ☐ FIN MGR
- ☐ PLNG/R&T
- ☐ BRIDGE
- ☐ ROW
- ☐ SAF/ENV
- ☐ MOT ANLY
- 1) ☑ FA
- 2) ☑ ACCTS
- 3) ☑ A/E

NOTED
LARRY RULIEN

RECEIVED
STATE HWY ENGR
DEC 11 '86
REFER TO
FOR

RECEIVED
NOV 17 1986
OREGON DIVISION

734-2023 (2-85)

9930

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 30, 1986

In Reply Refer to
File No.: CON

James Wildish
Wildish Corvallis Construction Company
P. O. Box 7428
Eugene, OR 97401

D. R. ADAMS

Claim Review
Elk Head Road Intch.-Rice Hill Intch. Section
Pacific Highway
Douglas County
Contract No. 9930
Project No. IR-5-3(131)147

Your claim on the above-captioned project was heard by the Claims Review Board on Thursday, May 1, 1986. A study of the information presented has resulted in the following:

> The use of cold planed removed material for embankment in place and plant site material is not in keeping with the industry-accepted use of "recycled" materials. The term "recycled" is used throughout industry in reference to reclaiming a material which has served its initial purpose for a similar purpose, such as: Aluminum cans are recycled to make aluminum; scrap steel is recycled to make new steel; glass bottles are recycled to make new glass. Likewise, cold plane removed asphalt pavement is intended to be used for new asphalt pavement or base material, as permitted by the specifications.
>
> Subsection 102.05 of our Standard Specifications clearly require a bidder to request any interpretation or explanation in writing so the State may advise all bidders of the explanation or interpretation prior to the opening of bids. This was not done.
>
> Furthermore, the State has no obligation to provide a contractor with material for the improvement of the contractor's plant site, since that is a development cost that should be reflected in the contractor's bid.

In light of these facts, I have concluded that you have no basis on which to make a claim for additional compensation. Therefore, your claim is denied.

Larry Rulien
State Highway Engineer

cc W. E. Schwartz
✓Don Adams
C. O. Fredrickson
Gary A. Potter
Robert E. Royer
J. B. Boyd
Ted Litchfield
Jack Sollis
J. J. Gix
L. D. Lindley

STATE OF OREGON **INTEROFFICE MEMO**

ROAD DESIGN SECTION CON 4-4

TO: Larry Rulien
State Highway Engineer

DATE: May 16, 1986

FROM: Robert E. Royer
Robert E. Royer, Chairman
Contract Claims Review Board

SUBJECT:
Claim Review Board Meeting
May 1, 1986
Elk Head Road Intch.-Rice Hill Intch. Section
Pacific Highway
Douglas County
Contract No. 9930
Project No. IR-5-3(131)147

Bob- what say
R

RECEIVED
STATE HWY ENGR
MAY 20 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The claim of Wildish Corvallis Construction Company of Eugene, who was the contractor for the above-captioned contract, was heard by the Claims Review Board on Thursday, May 1, 1986 in Room 205 of the Transportation Building from 10:30 a.m. to 11:45 a.m. The following people were in attendance at the meeting:

Representing the Oregon State Highway Division: R. E. Royer, D. R. Adams, J. B. Boyd, T. W. Litchfield, J. L. Sollis, O. B. Jackmond, W. J. Quinn, L. D. Lindley.

Representing Wildish Construction Corvallis Company: Jim Wildish, Vice President and Tim Hendrix, Project Manager.

This project required the cold plane removal of 55,800 tons of existing asphaltic concrete surface to a depth from a minimum of 5 inches to a maximum of 17 inches, as shown on the plans, on the southbound lanes of I-5 between Elk Head Road Interchange and Rice Hill Interchange. The plans and specifications state that all the material removed that is not recycled shall be stockpiled at the Yoncalla Interchange and remain the property of the State. The term "recycled" is used in at least six places throughout the special provisions in connection with "stockpiling excess materials", "aggregates for shoulders, subbase and base", and "asphalt concrete pavement".

The contractor contends that the specifications do not prohibit the use of this material as "embankment and plant site material" and bid the job with that intention.

Since the State denied the use of the material removed by cold planing in this manner, the contractor is claiming additional compensation for importing materials for embankment and plant site material from the Long Quarry at Yoncalla.

Larry- I agree w/decision of board & the rationale used to get there. The Specs clearly told the contractor to what use the recyclable material could be used on the project. Specs did not go through a menu of purposes it could not be used for - [illegible]

RECEIVED
MAY 19 1986
Planning Section

81-125-1387

It should be noted that the plans called for 15,300 cubic yards of embankment in place and the 55,800 tons of cold plane removal material converts to approximately 30,000 cubic yards of embankment in place.

Tim Hendrix stated that it was not clear from the specifications that the A.C. pavement removed by cold planing could not be used for the purpose the contractor intended, as embankment in place and embankment base for the plant site. The dollar amount of the claim has not been agreed upon by the State and the contractor, but information submitted by the contractor indicate that their claim will exceed $175,000.

The discussion boiled down to the meaning of the word "recycle". The contractor contends that incorporating the cold plane removed material in any portion of the project was "recycling". The State insists that recycled aggregates could be used in detours and in aggregate shoulders, and recycled asphaltic concrete materials could be used in base course paving of the mainline pavement and the base and wearing course of the shoulders and detours. All other cold plane removed material was to be stockpiled at the Yoncalla Interchange.

Tim Hendrix also stated that the plant site on which they desired to use this material for foundation was located off the highway right-of-way, adjacent to the project. Inasmuch as the plant site would be specifically for this project, the contractor interprets the plant site to be part of the "project". He claims that he pointed this out to the Project Manager, Ron Busey, on November 9, 1984, 6 days prior to the opening of bids on November 15. Busey told him, orally, that cold planings could not be used as embankment. The contractor asked for a formal, written interpretation, but did not request this in writing. Later in the same day, November 9, 1984, the contractor discussed the matter with Jim Gix, Region Engineer. Gix told him that the cold plane material would be used on future experimental cold mix projects and that was why the OSHD wanted it stockpiled at the Yoncalla Interchange.

On November 13, 1984, Hendrix called Busey again and asked if the Highway Division could point to a specific statement in the specifications that prevented the contractor from using the cold planing material as embankment material. Since the OSHD could not point out words in the specifications prohibiting the contractor from using the cold plane removed material as embankment plant site material, they would have to bid the job with that in mind. There was no further contact with the contractor by Ron Busey and the contractor claims he bid the project to use the cold plane removed material as fill material.

Bryant Jackmond referred to subsection 102.05 of the Standard Specifications, the last paragraph of which states:

> "Any explanation desired by a bidder regarding the meaning or interpretation of drawings and specifications shall be requested in writing and in sufficient time to allow for a reply to reach him

> before the submission of his bid. Oral explanations or instructions given before receiving bids on the project will not be binding. Any interpretation made will be in the form of an addendum to the specifications or drawings and will be furnished to all bidders and its receipt by the bidder shall be acknowledged."

He pointed out that the bidder did not ask for an explanation in writing or in a timely manner, since he first asked the question only 6 days before the opening of bids. He also presented copies of pages of the specifications in which the term "recycled" is used and material from The Asphalt Institute and Chevron USA, Inc., which contains their definition of recycling. Mr. Jackmond insists that the contractor willfully ignored the normal definition of recycling and even though advised orally by the State that he would not be allowed to use the cold plane material in the embankment, the contractor proceeded to bid the job in that manner anyway. The contractor stated that about 70,000 tons of asphaltic concrete was removed by cold planing. Of this 70,000 tons, 3,000 tons were used in recycled asphaltic concrete, 4,000 tons were used as aggregate shoulder material, and 63,000 tons were stockpiled as specified. The contractor stated that he imported 5,000 cubic yards of material for his plant site and 17,000 cubic yards of material as embankment in place.

The definition of "recycling" was discussed at some length. The State's position is that "recycling" means to extract and recover valuable materials from discarded materials to be reused in the production of a similar product and for a similar purpose as it was used originally.

The contractor insists that incorporating the cold planed material anywhere in the project is recycling, including embankment in place, and because there is no specific prohibition against using the material as embankment in place, their interpretation is reasonable.

The Review Board deliberated over the material presented by both the contractor and the State, and decided that the term "recycling" is usually used to mean recycle to a similar purpose as in its original form. Aluminum cans are recycled to produce aluminum. Glass bottles are recyled to produce glass. Paper is recycled to produce paper. Scrap steel is recycled to produce steel.

In reviewing the special provisions for this project, it was found that the word "recycle" is used in at least 6 places in connection with "stockpiling excess materials", "aggregates for shoulders, subbase and base", and "asphaltic concrete pavement". In light of the term "recycle", as used throughout the contract document as a whole, a reasonably prudent person could not conclude that the cold plane removed material could be used as embankment material, even though there is no specific prohibition of the use of the cold plane removed material as embankment.

The use of cold plane removed materials for embankment is inconsistent with the definition of the term "recycled" as used throughout industry today, and therefore the claim for borrowing material from a source of his own choosing for embankment in place must be denied.

Part of the contractor's claim is for material required to improve his plant site for the project. The plant site was not designated and is entirely up to the contractor to obtain and develop. The State has no obligation to provide material to the contractor for the use of improving his plant site. This is clearly a cost the contractor must bear and reflect in his total bid for the project. Therefore, any claim for compensation for materials used to develop his plant site which, in fact, was built on property leased by the contractor adjacent to the project, must also be denied.

Inasmuch as the contractor did not request an explanation of the specifications in writing, as required by subsection 102.05; in light of the use of the term "recycled" throughout the contract documents and throughout industry in general, it is the recommendation of the Board that this claim be denied in its entirety.

For your information you will find attached the definition of "recycle" as used by Chevron U.S.A., Inc., The Asphalt Institute, and found in Webster's Ninth New Collegiate Dictionary on page 985, and in the McGraw-Hill Dictionary of Scientific and Technical Terms on page 1337.

TWL:ja

cc D. R. Adams
J. B. Boyd
J. L. Sollis

) 1 : to restore to good
ndition (as a person
ise) in an organism
› confirm again; also
\(,)rē-,kän-fər-'mā-sh
-sən(t)s\ n [F, lit
NIZANCE] (1810) : a
exploratory military

öit-ər also ,rek-ə-\ vb
-'nöit-ə-riŋ, -'nȯi-triŋ\
onoistre — more at
~ vi : to engage in

to consider again with
r something again — reconsideration

: (1812) : to constitute again
tion by adding water
n

: to construct again
-'strək-tə-bəl\ adj
-tər\ n
(1791) 1 a : the action
constructed b often cap
he seceded states in the
thing reconstructed
en cap (1942) 1 : a movement
at advocates a creative
gh the cultivation of
advocacy of post-Civil War
(ə-)nəst\ adj or n, often cap
n (1599) : conversion

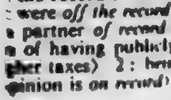
cause to undergo

nvey back to a previous
n(t)s\ n
t., to recall, fr. OF
more at HEART] vt (14c) 1
ritten evidence of (2)
deed) b : to state as if
so said he wanted to ~
manently by mechanical
ph) (2) : INDICATE, READ
dence of (the intensity of
nks) 3 : to cause
a something (as a disc
o record something

1 : the state or fact of
a : something that
ment that records the
e official copy of a
er d : the official copy
ly of known or recorded
eference to a particular
pattern (a good academic
ed top performance
data treated as a
on which sound
with a spiral groove
action — for the record
the record : not for publication
were off the record)
a partner of record
n of having publicly
gher taxes) 2 : being
pinion is on record)

er being one that is
a
ri-\ n (1802) : the

with a device that
ch of a stack of records
er
e chief judicial magistrate
municipal judge with
es limited civil jurisdiction
of wind instruments
ed by a conical tube, a



a
o records sound

strument for playing

MF reconter, fr
to relate in detail

d) : to count again
ond or fresh count
, fr. OF, fr.
o get an equivalent

ake up for b : REIMBURSE, COMPENSATE (~ a person for
REGAIN (an attempt to ~ his fortune) ~ vi : to make good
for something lost — re·coup·able \-'kü-pə-bəl\ adj — re-
'küp-mənt\ n
,kō(ə)rs, -,kȯ(ə)rs, ri-'\ n [ME recours, fr. MF, fr. LL
act of running back, fr. recursus, pp. of recurrere to run
re at RECUR] (14c) 1 a : a turning to someone or some-
lp or protection b : a source of help or strength : RESORT
to demand payment from the maker or endorser of a nego-
ment (as a check)
'kəv-ər\ vb re·cov·ered; re·cov·er·ing \-(ə-)riŋ\ [ME recov-
recoverer, fr. L recuperare; akin to L recipere to receive —
IVE] vt (14c) 1 : to get back : REGAIN 2 a : to bring
mal position or condition (stumbled, then ~ed himself) b
E 3 a : to make up for (~ increased costs through
b : to gain by legal process 4 archaic : REACH 5 : to
ify again (~ a comet) 6 a : to obtain from an ore, a
uct, or a by-product b : to save from loss and restore to
RECLAIM ~ vi 1 : to regain a normal position or condi-
health) (~ing from a cold) 2 : to obtain a final legal judg-
's favor — re·cov·er·abil·i·ty \-,kəv-(ə-)rə-'bil-ət-ē\ adj —
able \-'kəv-(ə-)rə-bəl\ adj — re·cov·er·er \-'kəv-ər-ər\ n
re-'kəv-ər\ vt (15c) : to cover again or anew
i-'kəv-(ə-)rē\ n, pl -er·ies (15c) : the act, process, or an
recovering; esp : an economic upturn (as after a depression)
room n (1916) : a hospital room equipped for meeting postop-
ergencies
'rek-rē-ənt\ adj [ME, fr. MF, fr. prp. of recroire to renounce
in a trial by battle, fr. re- + croire to believe, fr. L credere
CREED] (14c) 1 : crying for mercy : COWARDLY 2 : un-
duty or allegiance
(15c) 1 : COWARD 2 : APOSTATE, DESERTER
'rek-rē-,āt\ vb -at·ed; -at·ing [L recreatus, pp.] vt (1530) : to
life or freshness to : REFRESH ~ vi : to take recreation — rec-
,āt-iv\ adj
\,rē-krē-'āt\ vt (1587) : to create again; esp : to form anew in
ination — re–cre·at·able \-'āt-ə-bəl\ adj — re–cre·ation \-'ā-
re–cre·ative \-'āt-iv\ adj — re–cre·ator \-'āt-ər\ n
\,rek-rē-'ā-shən\ n [ME recreacion, fr. MF recreation, fr. L
recreatio restoration to health, fr. recreatus, pp. of recreare
anew, restore, refresh, fr. re- + creare to create] (15c) : re-
of strength and spirits after work; also : a means of refresh-
diversion : HOBBY — rec·re·ation·al \-shnəl, -shən-ᵊl\ adj
vehicle n (1966) : a vehicle designed for recreational use (as
,sug)
ist \-sh(ə-)nəst\ n (1904) : one who seeks recreation esp. in
room n (1854) 1 : a room (as a rumpus room) used for
and relaxation 2 : a public room (as in a hospital) for
and social activities — called also rec room
nate \ri-'krim-ə-,nāt\ vi -nat·ed; -nat·ing [ML recriminatus, pp.
nare, fr. L re- + criminari to accuse — more at CRIMINATE]
1 : to make a retaliatory charge against an accuser 2 : to
terly — re·crim·i·na·tion \-,krim-ə-'nā-shən\ n — re·crim·i·na-
rim-ə-,nāt-iv\ adj — re·crim·i·na·to·ry \-'krim-(ə-)nə-,tōr-ē,
\,rē-krü-'des\ vi -desced; -desc·ing [L recrudescere to be-
again, fr. re- + crudescere to become raw, fr. crudus raw —
] (1884) : to break out or become active again
ence \-'des-ᵊn(t)s\ n (ca. 1721) : a new outbreak after a pe-
ement or inactivity : RENEWAL
ent \-ᵊnt\ adj (ca. 1727) : breaking out again : RENEWING
ri-'krüt\ vt (1643) 1 a (1) : to fill up the number of (as an
with new members : REINFORCE (2) : to enlist as a member of
service b : to increase or maintain the number of (America
population from Europe) c : to secure the services of : EN-
d : to seek to enroll (a college that ~s students from the
2 : REPLENISH 3 : to restore or increase the health, vigor, or
~ vi : to enlist new members — re·cruit·er n — re·cruit-
ment\ n
[F recrute, recrue fresh growth, new levy of soldiers, fr. MF,
to grow up again, fr. L recrescere, fr. re- + crescere to grow
at CRESCENT] (1648) 1 : a fresh or additional supply 2 : a
to a field or activity; specif : a newly enlisted or drafted
the armed forces 3 : a former enlisted man of the lowest
e army
lize \(')rē-'kris-tə-,līz\ vb (1797) : to crystallize again or re-
re·crys·tal·li·za·tion \(,)rē-,kris-tə-lə-'zā-shən\ n
comb form [NL rectum] : rectum (rectal)
ᵊl\ adj (ca. 1864) : relating to, affecting, or being near the
rec·tal·ly \-ē\ adv
\'rek-,taŋ-gəl\ n [ML rectangulus having a right angle, fr. L
angulus angle — more at RIGHT, ANGLE] (1571) : a paral-
all of whose angles are right angles; esp : one with adjacent
equal length
\rek-'taŋ-gyə-lər\ adj (1624) 1 : shaped like a rectangle
a : crossing, lying, or meeting at a right angle (~ axes)
ges, surfaces, or faces that meet at right angles : having
faces shaped like rectangles (~ parallelepipeds) (~ blocks)
gu·lar·i·ty \(,)rek-,taŋ-gyə-'lar-ət-ē\ n — rect·an·gu·lar·ly
ə-lər-lē\ adv
coordinate n (ca. 1864) : a Cartesian coordinate of a Carte-
nate system whose straight-line axes or coordinate planes
dicular
\'rek-tə-,fī-ə-bəl\ adj [rectify (to determine the length of an
: having finite length (a ~ curve) — rec·ti·fi·abil·i·ty \,rek-
ət-ē\ n
'rek-tə-,fī(-ə)r\ n (1611) : one that rectifies; specif : a device
ing alternating current into direct current
rek-tə-,fī\ vt -fied; -fy·ing [ME rectifien, fr. MF rectifier, fr.
re, fr. L rectus right] (15c) 1 : to set right : REMEDY 2
(as alcohol) esp. by repeated or fractional distillation 3
by removing errors : ADJUST (~ the calendar) 4 : to
make (an alternating current) unidirectional syn see CORRECT — rec·ti·fi·ca·tion \,rek-tə-fə-'kā-shən\ n

rec·ti·lin·ear \,rek-tə-'lin-ē-ər\ adj [LL rectilineus, fr. L rectus + linea line] (1659) 1 : moving in or forming a straight line (~ motion) 2 : characterized by straight lines 3 : PERPENDICULAR 3 4 : corrected for distortion so that straight lines are imaged accurately (~ lens) — **rec·ti·lin·ear·ly** adv

rec·ti·tude \'rek-tə-,t(y)üd\ n [ME, fr. MF, fr. LL rectitudo, fr. L rectus straight, right] (15c) 1 : the quality or state of being straight 2 : moral integrity : RIGHTEOUSNESS 3 : the quality or state of being correct in judgment or procedure

rec·ti·tu·di·nous \,rek-tə-'t(y)üd-nəs, -ᵊn-əs\ adj [LL rectitudin-, rectitudo rectitude] (1897) 1 : characterized by rectitude 2 : piously self-righteous

rec·to \'rek-(,)tō\ n, pl rectos [NL recto (folio) the page being straight] (1824) 1 : the side of a leaf (as of a manuscript) that is to be read first 2 : a right-hand page — compare VERSO

rec·tor \'rek-tər\ n [L, fr. rectus, pp. of regere to direct — more at RIGHT] (14c) 1 : one that directs : LEADER 2 a : a clergyman (as of the Protestant Episcopal Church) in charge of a parish b : an incumbent of a Church of England benefice in full possession of its rights c : a Roman Catholic priest directing a church with no pastor or one whose pastor has other duties 3 : the head of a university or school — **rec·tor·ate** \-t(ə-)rət\ n — **rec·to·ri·al** \rek-'tōr-ē-əl, -'tȯr-\ adj — **rec·tor·ship** \'rek-tər-,ship\ n

rec·to·ry \'rek-t(ə-)rē\ n, pl -ries (1594) 1 : a benefice held by a rector 2 : a residence of a rector or a parish priest

rec·trix \'rek-triks\ n, pl **rec·tri·ces** \'rek-trə-,sēz, rek-'trī-(,)sēz\ [NL, fr. L, fem. of rector one that directs] (1768) : any of the quill feathers of a bird's tail that are important in controlling flight direction — see BIRD illustration

rec·tum \'rek-təm\ n, pl **rectums** or **rec·ta** \-tə\ [NL, fr. rectum intestinum, lit., straight intestine] (1541) : the terminal part of the intestine from the sigmoid flexure to the anus

rec·tus \'rek-təs\ n, pl **rec·ti** \-,tī, -,tē\ [NL, fr. rectus musculus straight muscle] (1733) : any of several straight muscles (as of the abdomen)

re·cum·ben·cy \ri-'kəm-bən-sē\ n, pl -cies (1646) : the state of leaning, resting, or reclining : REPOSE; also : a recumbent position

re·cum·bent \-bənt\ adj [L recumbent-, recumbens, prp. of recumbere to lie down, fr. re- + -cumbere to lie down — more at HIP] (1705) 1 a : suggestive of repose : LEANING, RESTING b : lying down c : representing a person lying down (a ~ statue) 2 of an anatomical structure : tending to rest on the surface from which it extends syn see PRONE

re·cu·per·ate \ri-'k(y)ü-pə-,rāt\ vb -at·ed; -at·ing [L recuperatus, pp. of recuperare — more at RECOVER] vt (1547) : to get back : REGAIN ~ vi : to regain a former state or condition; esp : to recover health or strength — **re·cu·per·a·tion** \-,k(y)ü-pə-'rā-shən\ n

re·cu·per·a·tive \-'k(y)ü-pə-,rāt-iv\ adj (ca. 1828) 1 : of or relating to recuperation (~ powers) 2 : aiding in recuperation : RESTORATIVE

re·cur \ri-'kər\ vi **re·curred**; **re·cur·ring** [ME recurren to return, fr. L recurrere, lit., to run back, fr. re- + currere to run — more at CURRENT] (15c) 1 : to have recourse : RESORT 2 : to go back in thought or discourse 3 a : to come up again for consideration b : to come again to mind 4 : to occur again after an interval — **re·cur·rence** \-'kər-ən(t)s, -'kə-rən(t)s\ n

re·cur·rent \-'kər-ənt, -'kə-rənt\ adj [L recurrent-, recurrens, prp. of recurrere] (1611) 1 : running or turning back in a direction opposite to a former course — used of various nerves and branches of vessels in the arms and legs 2 : returning or happening time after time (~ complaints) — **re·cur·rent·ly** adv

recurring decimal n (1801) : REPEATING DECIMAL

re·cur·sion \ri-'kər-zhən\ n [LL recursion-, recursio, fr. recursus, pp. of recurrere] (1616) 1 : RETURN 2 : the determination of a succession of elements (as numbers or functions) by operation on one or more preceding elements according to a rule or formula involving a finite number of steps

re·cur·sive \ri-'kər-siv\ adj (1934) 1 : of, relating to, or involving mathematical recursion 2 : of, relating to, or constituting a procedure that can repeat itself indefinitely or until a specified condition is met (a ~ rule in a grammar) — **re·cur·sive·ly** adv — **re·cur·sive·ness** n

re·curved \(')rē-'kərvd\ adj (1597) : curved backward or inward

re·cu·san·cy \'rek-yə-zən-sē, ri-'kyüz-ᵊn-\ n [recusant, n., fr. L recusant-, recusans, prp. of recusare to refuse, fr. re- + causari to give a reason, fr. causa cause, reason] (1563) : refusal to accept or obey established authority; specif : the refusal of Roman Catholics to attend services of the Church of England constituting a statutory offense from about 1570 till 1791 — **re·cu·sant** \-zənt, -ᵊnt\ n or adj

¹**re·cy·cle** \(')rē-'sī-kəl\ vt (1926) 1 : to pass again through a series of changes or treatments: as a : to process (as liquid body waste, glass, or cans) in order to regain material for human use b : RECOVER 6 2 : to adapt to a new use : ALTER 3 : to bring back : REUSE (a light, chatty tribute that ~s a number of good anecdotes —Larry McMurtry) 4 : to make ready for reuse (the plan to ~ long-vacant tenements) ~ vi 1 : to return to an earlier point in a countdown 2 : to return to an original condition so that operation can begin again — used of an electronic device — **re·cy·cla·ble** \-k(ə-)lə-bəl\ adj — **re·cy·cler** \-k(ə-)lər\ n

²**recycle** n (1942) : the process of recycling

¹**red** \'red\ adj **red·der**; **red·dest** [ME, fr. OE rēad; akin to OHG rōt red, L ruber & rufus, Gk erythros] (bef. 12c) 1 a : of the color red b : having red as a distinguishing color 2 a (1) : flushed esp. with anger or embarrassment (2) : RUDDY, FLORID (3) : of a coppery hue b : BLOODSHOT (eyes ~ from crying) c : in the color range between a moderate orange and russet or bay d : tinged with red : REDDISH 3 : heated to redness : GLOWING 4 a : inciting or endorsing radical social or political change esp. by force b often cap : COMMUNIST c

rectilinear system *See* orthoscopic system.

recto [GRAPHICS] A right-hand book page, which always bears an odd number.

rectocele [MED] Bulging or herniation of the rectum into the vagina. Also known as vaginal protocele.

rectrix [VERT ZOO] One of the stiff tail feathers used by birds to control direction of flight.

rectum [ANAT] The portion of the large intestine between the sigmoid flexure and the anus.

rectus [ANAT] Having a straight course, as certain muscles.

rectus abdominis [ANAT] The long flat muscle of the anterior abdominal wall which, as vertical fibers, arises from the pubic crest and symphysis, and is inserted into the cartilages of the fifth, sixth, and seventh ribs.

rectus femoris [ANAT] A division of the quadriceps femoris inserting in the patella and ultimately into the tubercle of the tibia.

rectus oculi [ANAT] Any of four muscles (superior, inferior, lateral, and medial) of the eyeball, running forward from the optic foramen and inserted into the sclerotic coat.

recumbent [BOT] Of or pertaining to a plant or plant part that tends to rest on the surface of the soil.

recumbent fold [GEOL] An overturned fold with a nearly horizontal axial surface. Also known as reclined fold.

recuperability [COMMUN] Ability to continue to operate after a partial or complete loss of the primary communications facility resulting from sabotage, enemy attack, or other disaster.

recuperative air heater [ENG] An air heater in which the heat-transferring metal parts are stationary and form a separating boundary between the heating and cooling fluids.

recuperator [ENG] An apparatus in which heat is conducted from the combustion products to incoming cooler air through a system of thin-walled ducts.

recurrence rate *See* repetition rate.

recurrent nova [ASTRON] A star that has more than one novalike outburst.

recurring decimal *See* repeating decimal.

recurring demand [IND ENG] A request made periodically or anticipated to be repetitive by an authorized requisitioner for material for consumption or use, or for stock replenishment.

recurring issue [ORD] An issue made on a cyclic basis to replenish materiel consumed or worn out through fair wear and tear in operations, with each issue being made to a consignee eligible to request further replenishment when required, in the foreseeable future.

recursion [ADP] A technique in which an apparently circular process is used to perform an iterative process.

recursion formula [MATH] An algorithm allowing computation of a succession of quantities. Also known as recursion relation.

recursion relation *See* recursion formula.

recursive functions [MATH] Functions that can be obtained by a finite number of operations, computations, or algorithms.

recursive macro call [ADP] A call to a macroinstruction already called when used in conjunction with conditional assembly.

recursive procedure [ADP] A method of calculating a function by deriving values of it which become more elementary at each step; recursive procedures are explicitly outlawed in most systems with the exception of a few which use languages such as ALGOL and LISP.

recursive subroutine [ADP] A reentrant subroutine whose partial results are stacked, with a processor stack pointer advancing and retracting as the subroutine is called and completed.

recurvature [METEOROL] With respect to the motion of severe tropical cyclones (hurricanes and typhoons), the change in direction from westward and poleward to eastward and poleward; such recurvature of the path frequently occurs as the storm moves into middle latitudes.

recurved [SCI TECH] Curving inward to backward.

recurved spit [GEOGR] A spit having the outer end curved toward the land. Also known as hook; hooked spit.

recycle base [ORD] A base used by returning mission aircraft for servicing and maintenance, before the next mission launch.

recycle mixing [CHEM ENG] The mixing of a portion of a product stream (fluid or solid) from a processing unit with incoming raw feed.

recycle ratio [CHEM ENG] In a continuous chemical process, the ratio of recycle stock to fresh feed.

recycle stock [CHEM ENG] That portion of a feedstock that has passed through a processing unit and is recirculated (recycled) back through the process.

recycling [ELECTR] Returning to an original condition, as to 0 or 1 in a counting circuit. [ENG] The extraction and recovery of valuable materials from scrap or other discarded materials. [NUCLEO] Reuse of fissionable nuclear reactor fuel by chemical processing, reenriching, and refabricating into new fuel elements.

red [OPTICS] The hue evoked in an average observer by monochromatic radiation having a wavelength in the approximate range from 622 to 770 nanometers; however, the same sensation can be produced in a variety of other ways.

red acetate *See* mordant rouge.

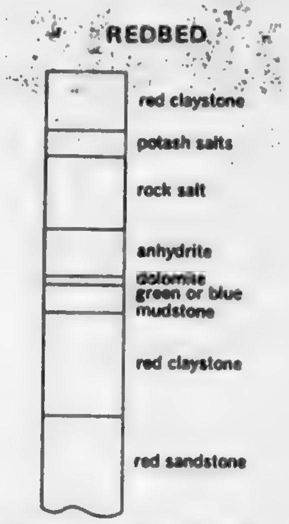
red algae [BOT] The common name for members of the phylum Rhodophyta.

red antimony *See* kermesite.

red arsenic *See* realgar.

red azimuth tables [NAV] Popular title for Hydrographic Office Publication No. 260, "Azimuths of the Sun," used in navigation.

redbed [GEOL] Continentally deposited sediment composed principally of sandstone, siltstone, and shale; red in color due to the presence of ferric oxide (hematite). Also known as red rock.



Sequence of redbeds with evaporites, characteristic of Permian formations in southwestern United States.

red blood cell *See* erythrocyte.

red brass [MET] Brass containing 85% copper, 5% zinc, 5% tin, and 5% lead.

red charcoal [MATER] An impure charcoal made by heating wood to 300°C; much of the oxygen and hydrogen is retained.

red clay [GEOL] A fine-grained, reddish-brown pelagic deposit consisting of relatively large proportions of windblown particles, meteoric and volcanic dust, pumice, shark teeth, manganese nodules, and debris transported by ice. Also known as brown clay.

red cobalt *See* erythrite.

red dwarf star [ASTRON] A red star of low luminosity, so designated by E. Hertzsprung; dwarf stars are commonly those main-sequence stars fainter than an absolute magnitude of +1, and red dwarfs are the faintest and coolest of the dwarfs.

Redeye [ORD] A man-transportable guided missile, fired from the shoulder, designed to provide combat troops with the capability of destroying low-flying aircraft.

red giant star [ASTRON] A star whose evolution has progressed to the point where hydrogen core burning has been completed, the helium core has become denser and hotter than originally, and the envelope has expanded to perhaps 100 times its initial size.

red glass [MATER] Soda-zinc glass to which small amounts of cadmium and selenium are added.

red gum *See* eucalyptus gum.

red-hardness [MET] In reference to high-speed steel and other cutting tool materials, the property of being hard enough to cut metals even when heated to a dull-red color.

red hematite *See* hematite.

redia [INV ZOO] A larva produced within the miracidial sporocyst of certain digenetic trematodes which may give rise to daughter rediae or to cercariae.

redifferentiation [PHYSIO] The return to a position of greater specialization in actual and potential functions, or the developing of new characteristics.

redingtonite [MINERAL] $(Fe,Mg,Ni)(Cr,Al)_2(SO_4)_4 \cdot 22H_2O$ A pale-purple mineral composed of a hydrous sulfate of iron, magnesium, nickel, chromium, and aluminum.

red iron ore *See* hematite.

redistribution [ELECTR] The alteration of charges on an area of a storage surface by secondary electrons from any other area of the surface in a charge storage tube or television camera tube.

9930

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

April 9, 1986

In Reply Refer to
File No.:

Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

CON 3

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
APR 10 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☒	☐	☐	☐	☐	☐	☐

RE: Goshen-Cottage Grove
FAP No. IR-5-3(125)175
Contract No. 9638
Underpayment of Wages and Fringe Benefits

Elkhead Rd. Intrchge-Rice Hill Intrchge.
FAP No. IR-5-3(131)147
Contract No. 9930
Underpayment of Wages and Fringe Benefits

Goshen-Cottage Grove
FAP No. IR-5-3(132)174
Contract No. 9939
Underpayment of Wages and Fringe Benefits

R

A subcontract was not furnished, as required by our contract with you, for the production of temporary concrete barriers for each of these projects. The proper wage rates plus fringe benefits were not paid to employees producing the barriers.

Our position considering this activity as work covered under these contracts has not changed. This decision includes the review of the comprehensive letter from Johnny R. Flynn of Concrete Products, Inc.

Please require Concrete Products, Inc. to pay the correct wage rate, including fringe benefits, with copies of canceled checks (front and back) furnished as proof of payment to the employees affected.

Should you choose to appeal our determination, you must make a formal request through us, pursuant to 29 CFR Part 5, for further processing by the Federal Highway Administration.

J. L. Widmer

J. L. Widmer
EEO, MBE, and Labor Compliance Officer

JLW:sc

cc: Johnny R. Flynn

bc: Dale E. Wilken, FHWA
Larry Rulien
Jack Sollis
James Gix
John Read
Larry Lindley

04031s

9930

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

copy
MAT [illegible]

March 4, 1986
IN REPLY REFER TO
HFO-OR/380.2

RECEIVED
STATE HWY ENGR
MAR 6 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

NOTED
W. E. SCHWARTZ

Orig to
3/7

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Portland Cement Concrete Paving
85-IND-1(B)

During the 1985 construction season our Engineers reviewed eight PCC paving projects while construction activities were underway. The projects reviewed were:

North Tigard - South Tigard
North Jefferson - North Albany
North Albany - Lebanon/Corvallis Interchange
Goshen - Cottage Grove
Elkhead Road - Rice Hill
Banfield Freeway
North Powder - Baldock Slough
Columbia River Br. - Umatilla River

The following findings and recommendations are presented for your consideration. While these deficiencies were not common to all projects they were encountered often enough to warrant your attention.

1. FINDINGS

Project personnel (State and Contractor) were not always aware of the contract requirements and the importance of certain practices such as mix consistency, timely sawing, preparation of area for slip form paving equipment to operate on, construction joint construction, timely texturing, water application during the finishing process, etc.

RECOMMENDATIONS

Contract provisions should include a requirement for a pre-paving conference involving State and contractor personnel similar to that required for AC paving. A PCC inspector refresher course should also be developed and conducted for all project personnel assigned to PCC paving projects.

2. FINDINGS

Tie bars between adjacent concrete panels poured separately were being inserted in the plastic concrete. This oftentimes resulted in undesirable edge slump, poor positioning of the tie bars, and unsatisfactory bond between the tie bar and the concrete.

RECOMMENDATION

Require the tie bars to be installed by drilling and epoxying into the hardened concrete prior to pouring the adjacent panel.

3. FINDINGS

Sawing of the longitudinal joint was not always being accomplished in a timely manner. Some pavement segments remain unsawed several months after completion. Other pavements have random longitudinal cracks near centerline which is an indicator of late sawing of the centerline joint.

RECOMMENDATIONS

The contractor should be required to saw the centerline joint in a timely manner as set forth in the contract. Concrete placement should not be allowed unless the contractor has sufficient sawing equipment and personnel available to accomplish necessary sawing in accordance with contract specifications. Project personnel should be made aware of the importance of timely sawing and instructed to strictly enforce contract requirements.

4. FINDINGS

The specifications provide for the surface texture to meet the texture of a standard reference block. This standard reference block was not found on most projects.

RECOMMENDATIONS

This specification requirement, if considered necessary, should be enforced. Otherwise, this specification requirement should be eliminated.

5. FINDINGS

Excessive water was being applied to the concrete surface during finishing operations. On one project water was being applied from spray nozzles installed on the float finishing machine. Excessive water is highly detrimental to the durability of the surface mortar.

RECOMMENDATIONS

Specification requirements should be strictly enforced regarding application of water during the finishing process.

6. FINDINGS

An unusual amount of grinding is required to obtain the specified smoothness. This appears to be a result of several things,such as; spreading and finishing with a single machine, poorly prepared grades on which the slip form paving equipment must travel, inconsistency of the concrete mix, and end dumping directly into the spreading and finishing machines.

RECOMMENDATIONS

Require two machines - one for spreading and the second for finishing. Enforce contract specifications concerning preparation of the area on which the slip form paving equipment operates. Obtain mix consistency by requiring strict control of the mix ingredients by the contractor. Require the plastic concrete be deposited by side conveyor. (Let's get back to the good old days when specified pavement smoothness was easily obtained without grinding, except at an occasional construction joint.)

7. FINDINGS

Traffic was allowed on new PCC pavement prior to obtaining the specified smoothness. The impact loadings caused by rough pavement are highly detrimental to pavement performance and particularly so when applied to partially cured pavements.

RECOMMENDATIONS

Traffic should not be allowed on the new pavements until a specified smoothness is obtained.

8. FINDINGS

Length of stages were too restrictive under most project conditions. In some cases contract changes were allowed to lengthen the stages providing for fewer stops, less traffic interruption, and more timely completeness of the construction work.

RECOMMENDATIONS

Based on experience to date it appears the length of the stages can be significantly increased without adversely affecting traffic operation. More consideration should be given during project development to tailor the length of the stages to conditions associated with each individual project.

9. FINDINGS

Twenty six foot wide concrete ramps were constructed in four foot, 16 foot and six foot panels. The sixteen foot panel was then sawed at 12 feet, resulting in two four foot panels, a 12 foot panel, and a six foot panel.

RECOMMENDATIONS

Sawing the 16 foot panel into a 12 foot and a four foot panel is not necessary. Future plans should clearly provide for longitudinal joints only at the four and six foot shoulder lines. It is not necessary to provide a longitudinal joint within the 16 foot panel.

Many of the above findings and recommendations have already been discussed with members of your staff, and are in various stages of implementation. All of them are worthy of your consideration and implementation and should significantly benefit pavement performance.

Over the years Oregon has enjoyed outstanding PCC pavement performance results and is considered a national leader in this respect. This success in large part has been due to a strong program involving good design and construction practices. Measures should be taken to continue and reinforce these practices.

Your favorable consideration of our recommendations is requested. We would appreciate a response by April 4, 1986.

Sincerely yours,

Original Signed by
ROBERT E. [illegible]
Asst. Division Administrator

Dale E. Wilken
Division Administrator

cc:
OSHD (W. E. Schwartz, Engr)
OSHD (C. O. Fredrickson, Const)
OSHD (D. O. Christensen, Rd Des)
Region HEO-010

9 7 3

N

ROLL, WESTMORELAND & LAVIS, P.C.
LAWYERS

HAYES PATRICK LAVIS
TODD WESTMORELAND
RICK W. ROLL

A. C. ROLL
(1908-1981)

Please reply to:
☐
2106 FOURTH STREET
P. O. BOX 206
TILLAMOOK, OREGON 97141
TELEPHONE (503) 842-6688
☐
254 9TH STREET
ASTORIA, OREGON 97103
TELEPHONE (503) 325-8600

PLEASE RESPOND TO ASTORIA OFFICE

February 24, 1986

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Director of the Department of
General Services
1225 S. E. Ferry
Salem, ORegon 97301

David Frohnmayer, Attorney General
State of Oregon
State Capitol
Salem, Oregon 97310

Re: VICKEY JO LANGFORD v. STATE OF OREGON

Dear Gentlemen,

Enclosed please find a Notice of Claim in accordance with ORS 30.275, on behalf of our client, Vickey Jo Langford.

RECEIVED
STAT HWY ENGR
FEB 27 '86
REFER TO
FOR

Very truly yours,

ROLL, WESTMORELAND & LAVIS, P.C.

NOTED
W. E. SCHWARTZ

Hayes Patrick Lavis
HPL/mj

Enc.

cc: Oregon State Police
Oregon State Highway Division

cc W.E. Schwartz
+ Send to Reg. 3
(Jim Gix)

Attorneys should be advised not send to Region 2 address.

VICKEY JO LANGFORD,)
)
Plaintiff,) NOTICE OF CLAIM
vs.)
)
THE STATE OF OREGON,)
)
Defendant.)
)

TO: THE STATE OF OREGON, by and through its Attorney General, DAVID FROHNMAYER, THE DIRECTOR OF THE DEPARTMENT OF GENERAL SERVICES, and THE OREGON STATE POLICE DEPARTMENT, THE OREGON STATE HIGHWAY COMMISSION:

YOU ARE HEREBY GIVEN NOTICE in accordance with ORS 30.275 of a claim on behalf of VICKEY JO LANGFORD, a minor child who was injured on June 5, 1985.

On June 5, 1985, claimant was a passenger in an automobile that was rearended by another vehicle in a construction zone on Interstate 5 in Douglas County at or near Rice Hill. Claimant's injuries are serious, and in particular, the fracture of a collar bone. The investigation indicates that the State of Oregon was negligent in the overseeing of operations at the construction site as well as in the giving of warning notices and placing markings on the highway in the area under construction.

The amount of the medical bills are unknown at this time, but the claimant has incurred medical expenses for her injuries and will incur further medical expenses. This claim will exceed the sum of $100,000.00. The claimant does hereby give notice declaring her intent to proceed for her bodily injuries and suffering against the State of Oregon, its agents and employees, and that this written notice is given ...

ROLL, WESTMORELAND & LAVIS, P.C.
Lawyers
234 9th Street
Astoria, Oregon 97103
Telephone (503) 325-8600

to advise the State of Oregon if his intent in accordance with ORS 30.275.

THE CLAIMANT, VICKEY JO LANGFORD, is represented by the law firm of ROLL, WESTMORELAND & LAVIS, P.C., P. O. Box 206, Tillamook, Oregon 97141, and all communications should be directed to W. TODD WESTMORELAND or HAYES P. LAVIS.

DATED this 19th day of February, 1986.

ROLL, WESTMORELAND & LAVIS, P.C.

By: /s/ Hayes P. Lavis
Hayes Patrick Lavis OSB #60047
Of Attorneys for the Claimant

AFFIDAVIT OF MAILING

I CERTIFY that I served the foregoing NOTICE OF CLAIM on: Attorney General David Frohnmayer

Director of Department of General Services

by depositing a true, full and exact copy thereof in the United States Post Office at Astoria, Oregon, certified mail, return receipt requested, on February 24, 1986, enclosed in a sealed envelope, with postage paid, addressed to:

DAVID FROHNMAYER
Attorney General, State of Oregon
State Capitol
Salem, Oregon 97310

Director of the Department of
General Services
1225 S. E. Ferry
Salem, Oregon 97301

with copies of the NOTICE OF CLAIM being sent to:

Oregon State Police Department
2960 State Street
Salem, Oregon 97310

Oregon State Highway Division
2960 State Street
Salem, Oregon 97310

/s/ Hayes Patrick Lavis

Hayes Patrick Lavis OSB #60047
Of Attorneys for the Plaintiff

CERTIFIED A TRUE COPY BY:

Hayes Patrick Lavis OSB #60047
Of Attorneys for the Plaintiff

9930

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

February 20, 1986

In Reply Refer to
File No.:
CON 5
9930

Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

Re: Contract Claim Meeting
Use of Recycle Materials
Elkhead Rd.-Rich Hill Intch.
Contract No. 9930

This is to affirm the results of our meeting of February 19, 1986, concerning the above claim for additional compensation.

Section 204 of the contract Special Provisions - Cold Plane Pavement Removal - includes, under subsection 204.34, Disposal of Materials, the following statement.

> "Materials removed under this specification which are not recycled and used on this project shall remain the property of the State."

We conclude that this contract provision is clear and unambigious and that the cold planed pavement materials were not available to you for use as roadway embankment material, or as fill material for your plant set up site. Your claim is denied.

Should you desire further administrative review of this matter, you may request a hearing before the Division's Contract Claim Review Board. If you desire such a hearing, please notify our Project Manager and a hearing will be scheduled.

O. B. Jackmond

O. B. Jackmond, P.E.
Contract Administration Engineer

RECEIVED
STAT HWY ENGR
FEB 20 '86
REFER TO
FOR
Info | Invest | R/O | D/R | Sign | Act | File

OBJ:mk

cc: W. E. Schwartz
Jim Gix
Larry Lindley

NOTED
W. E. SCHWARTZ

02197m

734-2023 (2-85)

3 972

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

February 18, 1986
IN REPLY REFER TO
HFO.3-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-5-3(113)147
Elkhead Road - Rice Hill Interchange Section
Price Agreement No. 6

The subject Price Agreement submitted with Mr. Fredrickson's letter of February 6, 1986 cannot be approved for Federal participation. The furnishing of a snowblower for use in maintaining traffic flow during construction operations is considered to be either the contractor's responsibility under Section 105.16 of the Standard Specifications, or a State Maintenance activity.

The Price Agreement is being returned without approval. Please code this work as nonparticipating.

Sincerely yours,

G. K. Hossner
Dale E. Wilken
Division Administrator

Enclosure
Price Agreement No. 6

cc:
OSHD (G. Potter, Program)
OSHD (C. O. Fredrickson, Const) w/encl
OSHD (D. Galida, Acct Hwy) w/encl

RECEIVED
STATE HWY ENGR
FEB 21 '86
REFER TO
Fredrickson
FOR
Info Inves R/D ✓

U 85
TA
Orig
2/25

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

STATE COPY

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) ELKHEAD ROAD - RICE HILL INTERCHANGE		CONTRACT NO. 9930
HIGHWAY PACIFIC	COUNTY DOUGLAS	PREFIX C09930
CONTRACTOR'S NAME AND ADDRESS Wildish Corvallis Construction P.O. Box 7428 Eugene, Oregon 97401		F. A. PROJECT NO. IR-5-3(113)147
		PRICE AGREEMENT NO. # 6

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Furnish a snowblower mounted on the contractor's vehicle to be stationed at Rice Hill Interchange. Equipment to be used when needed for snow removal.

Contractor vehcile to be used is a Schmidt S-3 Snowblower.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3006 A	Furnish Snowblower	All	Lump Sum	$ 7,500.	$7,500.00

NOT ~~APPROVED~~ EFFECTIVE DATE 12-30-85
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner
TITLE Field Operations Engineer
DATE 2-13-86
FEDERAL HIGHWAY ADMINISTRATION

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE DECREASE $ 7,500.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

The snowblower is to be furnished by the contractor, truck mounted and with all attachements required to remove snow as required. Snow removal vehicle will be started on a weekly basis by the contractor to insure reliability. Snow vehicle will be used when directed by O.S.H.D.
Payment for furnishing snowblower is Lump Sum.

o.k.
Ken Kamrod

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: J. R. Hendrix, PM — CONTRACTOR — DATE 10/23/85

APPROVAL RECOMMENDED BY LOCAL AGENCY — DATE

SUBMITTED BY PROJECT MANAGER: Larry D. Lindley — DATE 10/23/85

APPROVAL RECOMMENDED OR ~~APPROVED~~ BY REGION: W. J. Quinn — DATE 10/30/85

NOTED OR APPROVED BY CONSTRUCTION: Harold Wimer — DATE NOV 5 -

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE. ① 75[illegible]

1188

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) ELKHEAD ROAD - RICE HILL INTERCHANGE				CONTRACT NO. 9930
HIGHWAY PACIFIC		COUNTY DOUGLAS		PREFIX C09930
NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE $ 7,500	PROJECT AUTHORIZATION $ 6,776,638.88	EST. PROJECT COST WITH ORDER $ 7,559,972.16	OVERRUN 0 %	F.A. PROJECT NO. IR-5-3(113)147
ESTIMATED STARTING DATE* 12-02-85 OR	DATE WORK WAS STARTED*	WORK OR CHANGE IS SUBSTANTIAL? ☐ YES ☒ NO		TO ACCOMPANY (ORDER TYPE AND NUMBER) # 6

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) Larry D. Lindley	DATE 10/23/85	FOR ☐ REVIEW ☒ APPROVAL	SUBMITTED TO CONSTRUCTION BY REGION (SIGN) W. J. Quinn	DATE 10/31/85	FOR ☐ REVIEW ☒ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

Bill Quinn	BY Larry D. Lindley	DATE 10-21-85
Jim Gix	BY Larry D. Lindley	DATE 10-21-85
	BY	DATE
	BY	DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—

	BY	DATE
	BY	DATE
	BY	DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA— BY DATE

FHWA TENTATIVE APPROVAL OBTAINED FROM— BY DATE

FOR "PRICE AGREEMENTS"—

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES ☐ NOT APPROPRIATE
"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section): BY DATE

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section): BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

The contractor has been given permission to continue construction activities during the winter months. The contractor will provide a snowblower and operator as required to remove snow from between concrete barriers when directed by O.S.H.D. The contractor's equipment will be used only when the O.S.H.D. maintenance crews request help to keep the freeway open for traffic.

Cost is standby rate on equipment. ok.
KDK

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

Submit Original to Construction Section

9 9 3

cc OSHD L. W. Rulien

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
FEB 10 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 4	COUNTY DOUGLAS	DIVISION OREGON

Ry 2/3

IN COMPANY WITH
Larry Lindley and John Read; OSHD

DATE OF INSPECTION 1/15/86	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. IR-5-3(131)147

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED S. C. D. 9/1/86 %	WORK COMPLETED 66 %

ELKHEAD ROAD-RICE HILL INTERCHANGE
PACIFIC HIGHWAY
Grading, Paving & Structures

NOTED
W. E. SCHWARTZ

Work completed:

The northerly half of the project has been completed and open to traffic. The removal (rotomilling) of the existing A. C. pavement on the southerly half of the project is approximately 99 percent complete (expect to be completed today) and the longitudinal shoulder drains have been installed.

Work Underway:

At the time of this inspection the contractor was finishing the removal of the existing A. C. pavement on the south end of the project. A test strip to establish the rolling pattern for the inplace cement treated base work was underway on the north end of unit 2. Hauling of aggregate from Eugene to the batch plant site was also underway. Contractor was also setting up paving train.

Comments:

The inplace treatment of the existing base rock is expected to begin in a day or two weather permitting. This work is expected to take about ten days to two weeks to complete. The PCC paving work is expected to begin about March 1 and take about ten days to two weeks to complete depending on weather conditions. The contractor has been notified that a new PCC test section will have to be completed because of the length of time since the north unit was completed and because the batch plant and paving train had been moved away from the project for several months.

The project manager indicated that there had been two truck wrecks within the project limits last weekend (one on the southend of unit 2 on the 11th and another on the northend of unit 2 on the 12th). The accident on the 12th involved a southbound truck which went through the concrete barrier in the vicinity of the median crossover. The project manager advised that the police report indicated that the driver had fallen asleep. The actual cause of the other accident which involved a northbound truck at the south end of the project is unknown; however, it appears that the cause was not project related. Both occurred during daylight hours.

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

The traffic control measures being used to control traffic through the project were inspected and found to be in reasonable close conformance with the approved traffic control plans and the recommendations of the MUTCD. However, it was recommended that the reflectors on top of the temporary concrete barrier being used along the detour area be cleaned since they did appear to be a little dirty. The project manager indicated this would be done.

jc cc: OSHD (R[illegible]lien)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STAT HWY ENGR
DEC 6 '85
REFER TO Fredrickson
FOR

CY 12/9

REGION NO. 10	REPORT NO. 3	COUNTY Douglas	DIVISION Oregon
IN COMPANY WITH Larry Lindley, Project Manager; OSHD			
DATE OF INSPECTION 11-19-85	INSPECTION MADE BY W. N. Bryant, Area Engineer W. N. Bryant Area Engineer		PROJECT NO. IR-5-3(131)147
QUALITY OF WORK Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED scd 9-1-86 %
			WORK COMPLETED 65 %

ELKHEAD ROAD - RICE HILL INTERCHANGE
PACIFIC HIGHWAY
Grading, Paving, and Structures

NOTED
W F SCHWARTZ

At the time of this inspection the only work underway consisted of rotomilling the existing asphalt pavement from the south half of the project, hauling it to the State stockpile area located at the Yoncalla Interchange, placing ~~dam~~ drain rock in the longitudinal drain in the right shoulder area, and repairing the temporary illumination at the Rice Hill Interchange. The northerly half of the project has been completed and was opened to traffic early in the fall.

The contractor's present plan is to have the rotomilling and drainage work completed by the end of the year (drainage work presently is about 95% complete), and then begin the "in-place" cement treated base work followed by the PCC paving work, as weather conditions permit.

In order to safely handle the traffic (detoured to the northbound side of the median), south of the Rice Hill Interchange on-ramp, an additional temporary truck lane was added in the median area from Rice Hill south to the end of the project. This additional lane is presently under traffic and is working in a safe and efficient manner. This work was accomplished under an extra work order in the amount of $1,550 and extention of original bid items. The project manager is commended for this foresight in the early identification of the need for this change. In addition to the truck lane it was also considered necessary to provide some temporary illumination (not included in the plans) at the Rice Hill southbound off and on ramps. This work has been accomplished under extra work order number 8 in the estimated amount of $8,000.

(Continued)

*U.S. GPO: 1985-460-568

The traffic control devices and measures currently being used to control traffic through the project was reviewed and found to be adequate and in reasonably close conformance with the appproved traffic control plans, specifications, and the MUTCD. To date, no major or significant traffic problems have been encountered on the project.

Project records indicate all materials incorporated into the work to date have been tested or field inspected and found to be in reasonably close conformance with specification requirements. The overall appearance and rideability of the completed northerly half (35 miles), of the project is considered excellent.

- WNB -

9930

N

STATE OF OREGON

Highway Division - Region 3

INTEROFFICE MEMO

440-3399

TO: W. E. Schwartz
Asst. St. Hwy. Engineer

DATE: November 7, 1985

FROM: James J. Gix
Region Engineer

SUBJECT: Dan M. Webb Letter
Elkhead Road - Rice Hill Interchange
Contract No. 9930

During my absence over the last week, our Project Manager, Larry Lindley, has responded directly to Mr. Webb regarding his letter of October 30, 1985.

Some changes were made in positioning of barricades and cones and we are in the process of adding temporary illumination to help motorists find their way into the Rice Hill Interchange.

With the improvements made mentioned in Mr. Lindley's letter, I feel that the matter has been adequately handled.

jjg/ba

Attach.

cc: L. Lindley

RECEIVED
STATE HWY ENGR

NOV 8 '85

REFER TO
Rulien

FOR

Info	Answer	R/D	D/R	Sign	Act	File
✓						

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
P.O. Box 1128
1547 S.E. Jackson Street
Roseburg, Oregon 97470
440-3429

In Reply Refer to
File No.:

November 5, 1985

TO:

Mr. Dan M. Webb
Rice Hill Truck Plaza
P.O. Box 352
Yoncalla, Oregon 97499

SUBJECT:

Elkhead Road - Rice Hill Interchange
O.S.H.D. Contract No. 09930
Rice Hill ON - OFF RAMPS

Mr. Webb:

This letter is in responce to your letter dated October 30, 1985 concerning the on and off ramps at the Rice Hill Interchange.

I want to thank you for your concerns and hope that we can correct any unsafe conditions immediately.

We have opened the on and off ramps up alittle more and I am in the process of installing some temporary illumination at the ramps. I believe these changes will make conditions much safer for the traveling public within the interchange area.

Again, thank you for your concerns, and in the future feel free to call us at this number: 440-3429.

Sincerely,

Larry D. Lindley

Larry D. Lindley,
Project Manager

cc: file

[illegible]

RICE HILL TRUCK PLAZA

Exit 148, Rice Hill Interchange I-5
25 Miles North of Roseburg, 45 Miles South of Eugene

P.O. Box 352
Yoncalla, Oregon 97499
Phone (503) 849-2133

RECEIVED
STATE HWY ENGR
NOV 1 '85
REFER TO
G/X
FOR
Info Inves R/D D/R ✓ Sign Act File

W&S
D/R

October 30, 1985

Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen:

As you know work on I-5 25 miles north of Roseburg has just started. Part of this work effects the on and off ramps adversely for south-bound traffic on the westside of the freeway at the Rice Hill Interchange (exit 148).

Most of the businesses at Rice Hill are on the eastside of the freeway. It has always been necessary for all south-bound traffic to take the off ramp on the westside of the freeway - travel south approximately 1/4 mile on the frontage road, go through the underpass and travel qpproximately 1/4 mile north to reach the businesses on the eastside of the freeway. There are 4 restaurants, 2 markets, motel, beauty parlor, laundromat, and a large truck stop. The truck stop is owned by the undersigned.

There are many trucks that pull off at the Rice Hill Interchange for numerous reasons, mainl to "diesel up", eat, tire repairs, truck repairs, and/or rest.

Your contractor has sharply restricted the use of both on and off ramps on the westside of the freeway in order to do the work they are to do.

There are a number of things that could be done to both ramps to provide better egress and ingress to the freeway. This would not only make it safer and easier for the traveling public, expecially truckers, but it would also help all local businesses. Some of the changed that could be made are as follows:

(1) Improve both on and off ramps on the westside of the freeway. A lot could be accomplished with very little time and expense that would improve both on and off ramps. The way things are now makes it wxtremely difficult for ALL trucks to maneuver their rigs through this maze even if they are famiiar with the interchange. It is next to impossible for a triple to get off the freeway here if they are south-bound.

(2) There is no lighting here whatsoever. Without some kind of lighting there is increased danger of accident, especially with on-coming winter rains and night fog.
A flashing light installed at the end of the concrete barrier where the sand barrels are located would also be helpfull.
Four miles north where the southbound traffic is routed from the south lanes to the north lanes, thus forming single lanes, yourcontractor has installed numour lights which improves the safety factor there.

(3) We not only need lights near the on and off ramps on the westside of the freeway while the freeway work is being done, but we have needed permanent lighting at each end of the underpass for years.

The businesses at Rice Hill rely almost entirely on freeway traffic for their survival, especially during the winter months, and unless considerable improvements are made on the on and off ramps on the westside of the freeway we will be faced with enough loss of business that will be near fatal to some of us.

I sincerely hope my pleas will not fall on deaf ears and that considerable improvement of the present situation will be made soon.

Respectfully,

DM Webb

Dan M Webb

DMW: bd

P. S. If the on and off ramps were widened 8 feet, and lighted, this would probably take care of the problem.

DMW

9930

N

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Don Aman
Condemnation/Federal-Aid Coordinator

DATE: October 7, 1985

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Acquisition of Right-of-Way
Elkhead Road-Rice Hill Interchange
Pacific Highway
Douglas County
File No. 54909

State funds in the amount of $1,500 have been authorized to purchase the above listed file as requested in your memo of October 1, 1985. If the expense is expected to overrun the authorized amount, please request an additional authorization.

Prefix C610-2042 has been assigned for costs necessary to acquire the property.

RDF:bkb
cc: B. Vaughan
General Files ✓

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: October 1, 1985

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Request for Programming
(Unimproved)
Elkhead Road-Rice Hill Interchange
Pacific Highway
Douglas County
FAP IR-5-3(31) 147

We have received one file on the above IR project that is currently under contract. No right-of-way had been programmed. The acquisition of this right-of-way is estimated at $1,500 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way and provide us with a prefix. This acquisition is not eligible for Federal funds.

The above estimate covers file 54909 as shown on map 7B-14-16.

DA:mk

Attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 3 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

RECEIVED
OCT 3 1985
Federal Aid Unit

81-125-1387

1730

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

September 26, 1985

D. O. Christensen
Road Design Engineer

File 54909
Elkhead Road-Rice Hill Interchange Section
Pacific Highway
Douglas County

Attached is a description (1 file), an authorization, and right of way prints covering right of way required for the subject project.

ORIGINAL SIGNED BY
By: G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

4121 SIXTH AVENUE NORTHWES SEATTLE, WASHINGTON 981 TELEPHONE (206) 783-8400

charles r. watts company

June 4, 1985

Department of Transportation
Highway Construction Division
1158 Shemeketa Northeast
Salem, OR 97310

MATERIALMEN'S NOTICE TO OWNER AND GENERAL CONTRACTOR

Gantlemen:

You are hereby notified that the undersigned has commenced to furnish materials or supply equipment the by used upon the following described real property:

JOBSITE AT RICE HILL INTERCHANGE ON I-5 (contract #9930)
S. TIGARD INTERCHANGE AT WILLAMETTE RIVER BR. (#9935)
SUNSET HIGHWAY AT PACIFIC HWY PROFECT (~~#9935~~)
(in Washington and Clackamas Counties, State of Oregon)

40

That said materials, supplies, or equipment are being furnished at the request of Hamilton Construction, Springfield, OR, who are subcontractors to Wildish Companies, Eugene, OR, is ordering the same as your contractor and agent and that a lien may be claimed for all materials, supplies, or equipment furnished by the undersigned for use thereon.

The first materials, supplies, or equipment were delivered by the undersigned on the 29th of May, 1985.

A description of the character of the materials, supplies or equipment to be furnished is as follows:

LATEX MODIFIER A (in bulk)

This notice is sent to you as the owner, or reputed owner, of the premises which said materials, supplies or equipment are to by used in compliance with the laws of the State of Oregon, set forth in RCW 60.04.020.

Sincerely,

Charles R. Watts Company
4121 6th Avenue Northeast
Seattle, Washington 98107

By: Sandy Findlay
Credit Manager
Sandy Findlay

RECEIVED
JUN 10 1985
COMMISSION
DEPARTMENT OF TRANSPO

no resp nec.

RECEIVED
05 1985
CONSTRUCTION
SECTION
CE ME J
COP JM
DE
CA
CAE
EEO
LS TC
SA CC
FE CP
POC
QCS
FILE

CONSTRUCTION MATERIALS AND SERVICES

9930

4121 SIXTH AVENUE NORTHWES SEATTLE, WASHINGTON 981 TELEPHONE (206) 783-8400

charles r. watts company

June 4, 1985

Department of Transportation
Highway Construction Division
1158 Shemeketa Northeast
Salem, OR 97310

MATERIALMEN'S NOTICE TO OWNER AND GENERAL CONTRACTOR

Gentlemen:

You are here by notified that the undersigned has commenced to furnish materials or supply equipment to be used upon the following described real porperty:

ELKHEAD AT RICE HILL PROJECT (#9930)
SUNSET HWY AT PACIFIC HWY PROJECT(~~#9935~~)
(in Washington and Douglas Counties, State of Oregon)

That said materials, supplies, or equipment are being furnished at the request of Hamilton Construction, Springfield, OR, who are subcontractors to Wildish Companies, Eugene, OR, is ordering the same as your contractor and agent and that a lien may be claimed for all materials, supplies, or equipment furnished by the undersigned for use thereon.

The first materials, supplies, of equipment were delivered by the undersigned on the 29th day of May, 1985.

A description of the character of the materials, supplies, of equipment to be furnished is as follows:

DOW LATEX MODIFIER A (in bulk)

This notice is sent to you as the owner, or reputed owner, of the premises which said materials, supplies, or equipment are to be used in compliance with the laws of the State of Oregon, set forth in RCW 60.04.020.

Sincerely,

Charles R. Watts Company
4121 6th Avenue Northwest
Seattle, Washington 98107

By: Sandy Findlay
Credit Manager

Sandy Findlay

[✓ CE] [✓ AE] RECEIVED LS___ TC___
SA___ CC___
[✓ COE] OM___ FE___ [✓ CP]
[✓ OE] JUN 05 1985 PQC___
CA___ CONSTRUCTION QCS___
CAM___ SECTION FILE___
EEO___

RECEIVED
JUN 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION MATERIALS AND SERVICES

no resp. rec.

jc

STATE COPY

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

Orig to Trant
6-25-85
RW

RECEIVED
STATE HWY EN
JUN 24 '85
REFER TO
Potter
FOR
Info Inves R/D D/R Sign Act

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☒ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Douglas	DIVISION Oregon
IN COMPANY WITH Larry Lindley, Project Manager; OSHD			
DATE OF INSPECTION 5-21-22 1985	INSPECTION MADE BY W. N. Bryant, Area Engineer W. N. Bryant Area Engineer		PROJECT NO. IR-5-3(131)147
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 26 %	WORK COMPLETED 24 %

ELKHEAD ROAD - RICE HILL INTERCHANGE
PACIFIC HIGHWAY
Grading, Paving and Structures

PURPOSE AND SCOPE OF INSPECTION

The purpose of this inspection was to determine the overall adequacy, extent and effectiveness of the procedures being followed by both the contractor and project personnel in obtaining relative compliance with the quality control requirements relative to the construction of the continuously reinforced Portland cement concrete pavement. The field inspection also included an overall review and evaluation of the traffic control measures being employed on the project.

FINDINGS

At the time of this inspection the contractor was paving the 26 foot wide by 11 inch thick continuously reinforced concrete pavement section on Stage I at approximately Station 820 southbound. The paving train included a CMI electronically controlled concrete spreading machine which positions the longitudinal reinforcing steel deposits and vibrates the correct amount of concrete mix in advance of an electronically controlled Comaco slip form paving machine which performs the final strike-off. This operation is then followed by final finishing of the surface with hand floats and two ten foot straight edges. The final surface texture and curing compound are then added using a self-propelled automatic brooming machine which produces a very uniform and acceptable final surface. It was interesting to note that the surface texturing was being performed in only one direction in order to obtain a more uniform final surface texture.

The batching operation was inspected and found to be in reasonably close conformance with various specification requirements. The stockpiles being used were constructed in such a way as to prevent intermixing, contamination and segregation of the materials. The batch plant is equipped with bins, weigh hoppers and scales for weighing the sand, each size of coarse aggregate and the cement. Moisture tests are being run on the aggregate every morning and the water/cement ratio, which has been running around 0.48 (specifications require a 0.50 or less), is being checked and recorded daily.

The portable automatically controlled 10 cubic yard capacity Eisenhour batch plant is equipped with an interlocking device which prevents any part of a batch from bing discharged until each separate hopper has been filled with the correct proportions of the mix and does not meet the other requirements of Section 450.32(b) of the Standard Specifications. The batch scales which are in full view of the operator and inspector during batching operations were tested and certified earlier this year by Fairbanks and Morse. The plant inspector continually monitors and records the amount of cement contained in each 8 cubic yard batch of concrete mix. The plant is programmed to provide two batch proportions; one for the normal 6 sack mix and the other for the 7 1/2 sack mix required with the last 50 feet in back of the construction joints and the first 100 feet beyond construction joints as specified.

The drum speed (20 cycles per min.) and the volume of the batch (8 c.y.) are in conformance with the manufacturer's recommendations. The mixing drum was completely rebuilt during the winter, including the mixing blades which were replaced. The flow of water to the drum is uniform and all water is in the drum before the end of the first third of the mixing time. A portion of the water does enter the drum in advance of the cement and aggregates as specified. The water is measured and controlled by a flow meter and the air-entraining admixture is being introduced by air cylinders. The mixer is equipped with a timing device that prevents discharge of the batch until the mixing time, 90 seconds total, has elapsed.

The subgrade, existing bituminous surfacing, which was previously trimmed using a subgrade trimmer and profiled, is being moistened prior to placement of the concrete mixture. The condition of the reinforcing steel and the length of splice laps were checked and found to meet specification requirements. Extra steel is being added at construction joints as specified and the depth of rebar is being checked and recorded continuously.

The specifications for this project require the longitudinal steel to be placed with the bottom surface of the bar at mid-depth of the slab with a plus or minus 1/2 inch tolerance. Some problems

(Continued)

are being encountered in meeting the requirement. Based on checks made to date this specification ~~8~~ tolerance is being met only about 50 percent of the time while about 95 percent of the time the depth of the rebar is within plus or minus 1 inch of the specified depth. The three longitudinal bars on each side of the center joint are being lowered as required but at the time of this inspection the required tie bars between the two travel lanes were being placed manually instead of mechanically as specified. This deficiency was subsequently corrected and a mechanical placing device will be used during the remaining work. Vibration of the concrete is satisfactory with additional vibration (hand vibrators) being provided at construction joints.

Curing compound, Burke Wax Emulsion, is being applied at the rate of 150 sq. ft/gal. (manufacturer recommends 300 sq. ft/gal), immediately following final surface texturing and no part of the concrete is being left exposed. The 110 gallon capacity spreader being used to place the curing compound is equipped with an agitator drum to keep the white pigment in suspension during application. The longitudinal joint is being sawed to the specified width and depth the following day. Header boards and a 4 foot wide self-supporting working platform are being used at each construction joint as specified.

Graphic profiles are being taken as soon as the concrete has hardened sufficiently. Some problems were encountered in meeting the specified 7 inches per mile on the initial 500 foot test section. However, the smoothness has continued to improve to the point that the last two one tenth mile sections measured 0-inches with the graphic profilograph. The overall average for the three miles placed to date is about 2½ to 3 inches per mile. Only a minor amount of grinding will be required on the northerly 1,500 feet and at a couple of construction joints in order to fully meet the smoothness specification requirements.

The mix design being used was determined by the contractor as required by the specifications. Mix design calculations, test reports on aggregates, certifications covering cement and admixtures and compressive strengths for cylinders prepared from test batches, were submitted to the project manager as required by the specifications. The contractor does have a "quality control technician" (certified by the State Lab.) on the project during concrete pours who performs air content, unit weight, yield, temperature slump and compressive strength tests. At the time of this inspection the air content was running about 5 percent (specifications require 4 to 7 percent), and the slump was running around 1 1/2 inches. To date no 28 day compressive strength tests have been performed on the concrete being placed.

(Continued)

The methods, procedures and equipment being used to control traffic past the section of freeway under construction was reviewed and found to be in conformance with the plans, specifications and the MUTCD. The median crossings were well signed and illuminated in accordance with the plan requirements. The temporary concrete median barrier separating the northbound and southbound traffic throughout the length of the detour is being maintained in an acceptable manner. Project personnel indicated no significant traffic handling problems have been encountered to date.

RECOMMENDATIONS

As noted previously some difficulty is being encountered in meeting the specified tolerance for vertical placement of the longitudinal steel. Since the primary function of the longitudinal steel is to control crack spacing and crack width, the need for such a restrictive tolerance, especially for slab depths of 10 inches or more is questionable. A one inch tolerance would not only be adequate but actually obtainable with some effort using the equipment currently being used. It is recommended therefore that consideration be given to revising this requirement to provide for a one inch tolerance on future projects.

Section 450.42(b) of the Standard Specifications requires that the average texture depth shall not be less than that of a standard reference block. It further indicates that a standard reference block be available at the regional office and at the project manager's office. A standard reference block is not available at either location. On this project the textured finish is very uniform and is being accomplished using a steel-tine tool that marks the finished concrete surface to a depth of approximately 1/8 inch (specifications requir 3/16+/- 1/16 of an inch), and does meet the other specification requirements relative to width and spacing of the markings. It is recommended that the reference blocks be furnished as specified or the specification eliminated, if in fact they are considered unnecessary.

- WNB -

nig

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(131)147
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.
5. ITEM NO. 40130

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-26-85
8. FEDERAL ROUTE NUMBER Insterstate 5
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

ELKHEAD ROAD INTERCHANGE - RICE HILL INTERCHANGE

11. GENERAL DESCRIPTION OF WORK

Install temporary electrical service and provide electrical service

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON [illegible] FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required. I approve the advance authorization date of March 26, 1985, as requested in Mr. Fredrickson's letter of May 8, 1985 as being cost effective for the use of Douglas Electric Cooperative, Inc., forces to proceed with the above work. State Force Order No. 2, representing work to be performed by Douglas County ' Cooperative, Inc. is approved for a TEC of $4,050; Federal Funds $3,735.

RECEIVED
STATE HWY ENGR
MAY 17 '85
REFER TO Potter
FOR

Info	Inves	R/D	J/R	Sign	Act	File

Orig. to 5/17

14. DATE 5/16/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9930

1

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Douglas	DIVISION Oregon
IN COMPANY WITH Larry Lindley & Larry Carson, OSHD and Bob Burkhardt, FHWA			
DATE OF INSPECTION 4-25-85	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. IR-5-3(131)147
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 18 %	WORK COMPLETED 7 %

ELKHEAD ROAD - RICE HILL INTCHG.
PACIFIC HIGHWAY
GRADING PAVING & STRUCTURES

The work to be completed on this project consists of the construction of roadbed grading, cold plane pavement removal, cement treated base, asphalt concrete pavement and portland cement concrete pavement (CRPCCP); the placement of latex-modified concrete surface on structures and the raising of two existing bridges; and the installation of roadway signing and landscaping. A contract in the bid amount of $5,958,983.00 was awarded Wildish Corvallis Construction Co. on 12-10-84. Work began on 2-26-85 and contract time began on 12-21-84 with 700 calendar days allowed for completion.

NOTED
W. E. SCHWARTZ

At the time of this inspection very little work was actually underway. The contractor was excavating and forming the terminal anchors of the CRCP at the northerly end of the project. The southbound traffic was detoured onto the northbound lanes and the temporary median barrier was installed throughout the detour as specified. Some cold planing of the existing AC pavement has been done on the north end of the project, but the cold planer was broken down at the time of the inspection. The bridge subcontractor (Holst) has raised the Wilson Road overcrossing structure and had just placed the concrete for the column splices. Most of the embankment required for the raising of the two structures was in place. The contractor was also assembling the cement batch plant adjacent to the project. A substantial amount of concrete aggregate and sand has also been stockpiled at the batch plant site.

Ug
5/14

RECEIVED
STATE HWY ENGR
MAY 9 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

The traffic control devices currently being used to

(con tinued

STATE COPY

control traffic through the project was reviewed and found to be adequate and in reasonably close conformance with the approved traffic control plans, specifications and the MUTCD. A price agreement in the amount of a $20,000.00 credit has been approved which permits the contractor to construct the project in two approximately equal units (3.5 miles each) instead of the 16,000 lineal feet allowed under the approved contract. Considering the ADT on this section of the freeway and the relatively straight alignment, this change should have no overall detrimental affect (safety wise) on the traveling public.

###########

9930

t

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

Notice to Public Agency and Original Contractor or Reputed Contractor as required by Oregon Lien Laws.

TO: Oregon State Dept. of Trans.
(Public Agency)
Transportation Bldg
Salem, OR 97310

Date: MAR 20 1985

SD13555

#9930

TO: Wildish Const.
(Contractor)
P.O. Box 7428
Eugene, OR 97401

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish #1808 L.B. Foster light weight Sheet Piling

equipment or materials for a total estimated price of $10,000.00

Ten thousand dollars

For the building, structure, or other work of improvement located at:

Elk Head Rd & Rice Hill Interchange
Interstate Highway I-5
12 miles North of Roseburg, OR

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

BONDING: Wausau Insurace Co.
895 Country Club Rd., Ste. A250
Eugene, OR 97401

Holst Const.
P.O. Box 692
Oakridge, OR 97463

By: A. M. Roberts
L. B. FOSTER COMPANY

RECEIVED
MAR 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

120 resp. rec

9930

December 21, 1984

Wildish Corvallis Construction
Company
P. O. Box 7428
Eugene, OR 97401

CON 5

#9930

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9930 for work on the Elkhead Road Interchange-Rice Hill Interchange Section of Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Industrial Indemnity Company
Attn: Bond Department
421 S.W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Ron Busey

WILDISH CORVALLIS CONSTRUCTION CO.
P. O. BOX 7428
EUGENE, OREGON 97401
(503) 485-1700

December 4, 1984

HAND DELIVERED

Office of Commission Services
Room 121, Transportation Building
Salem, OR 97310

Subject: I-5: Elkhead to Rice Hill
Proposed DBE/WBE Contractors

Gentlemen:

On subject project, Wildish anticipates meeting the DBE-10%/WBE-1% goals as follows:

DBE -- Yurok Contractors, Inc.
90629 Georgetown Road
Junction City, OR 97448

Item #	Description	Total $$*	
33	Cont. Reinforced Conc. Pavement	$550,684	
34	Reinforced Conc. Pavement	3,335	
35	Pavement Terminal Anchors	43,680	
36	Terminal Expansion Joints	1,404	
	*Yurok to furnish steel reinforcement and place slip form paving steel		
	EXTENDED TOTAL	$599,083	(10.1%)

WBE -- A&G Landscaping, Inc.
35886 Willama Vista
Pleasant Hill, OR 97455

Item #	Description	Total $$	
12	Sequential Arrow Signs*	$ 14,000	
14	Portable Changeable Message Signs*	51,800	
23	Furnish & Place Topsoil	11,340	
70	Seed, Fertilize, Mulch	2,000	
71	Conifer Trees	4,950	
72	Deciduous Trees	800	
73	Shrubs	11,668	
74	Bark Mulch	3,450	
	*Includes, furnish, install, maintain and relocate as necessary.		
	EXTENDED TOTAL	$100,008	(1.7%)

Please approve this program so we may receive award as soon as possible. There's much to plan before we start and we are anxious to begin.

Very truly yours,

WILDISH CORVALLIS CONSTRUCTION CO.

Timothy D. Hendrix
Timothy D. Hendrix
Chief Estimator

TDH:cao

RECEIVED
DEC 4 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(131)147

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40130

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

10 31 84

RECEIVED
STATE HWY ENGR
NOV 2 '84
REFER TO Hcr
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig w/ att. to
11/2

7. DATE AUTHORIZATION EFFECTIVE 10/24/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Elkhead Road Interchange - Rice Hill Interchange

11. GENERAL DESCRIPTION OF WORK

Pavement Restoration (Southbound Lanes) and Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 10/22/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your estimate as being cost effective.

Mr. Potter's 10/22/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $7,013,941; Federal Funds $6,468,255.

(Increase TEC $249,541; Federal Funds $230,127)

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplised in accordance with your March 28, 1984 letter.

14. DATE 10/31/84

15. SIGNATURE OF APPROVING OFFICIAL D K Hoover

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9930

1-5 N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: J. J. Gix
Region 3 Engineer

DATE: October 15, 1984

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGI
FRANK E. TER

SUBJECT: Overlay Projects Using
Elkhead Road-Rice Hill RAP

I understand that you have identified potential overlay projects such as on the Drain-Yoncalla Highway for the use of A.C. removed on the I-5 project.

You should get a prosepctus in so the project(s) can be prepared for contract. The location survey should be minimal. We will need to get started preparing specs for this type of work.

If we get the projects ready, they can be let when we know the material will be available.

If we can be of assistance in getting the projects started, let us know.

FET:JTS:ge

cc J. H. Versteeg
Don Adams
Steve Macnab

1 Versteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
OCT 16 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

81-125-1387

Contains Recycled Materials

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 40130	1. FEDERAL-AID PROJECT NO. IR-5-3(131)147 2. STATE PROJECT NO. See Below 2A. COUNTY NAME Douglas

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/26/84	8. FEDERAL ROUTE NUMBER Interstate 5	9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Elkhead Road Interchange - Rice Hill Interchange

11. GENERAL DESCRIPTION OF WORK

Pavement Restoration (Southbound Lanes) and Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
X☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 9/24/84 you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $6,764,400; Federal Funds $6,238,128.

RECEIVED
STATE HWY ENGR
OCT 8 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/4/84	15. SIGNATURE OF APPROVING OFFICIAL D. K. Hossner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

17

CON 2-2
5.5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

September 26, 1984
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project IR-5-3(128)147
Elkhead Road Inchge. - Rice Hill Inchge.

The information submitted with Mr. Adams' 9-14-84 letter relative to the establishment of a mandatory stockpile site for excess asphalt pavement salvaged from this project has been reviewed.

This office concurs that it would be in the public interest for the State to maintain ownership of the asphalt pavement material scheduled to be removed but not incorporated into the proposed project. The establishment of a madatory stockpile site on State owned land for storage of the salvaged material until it can be utilized on other low volume roads in the area is also considered to be in the public interest.

Sincerely yours,

G.K. Hossner
for Dale E. Wilken
Division Administrator

cc: D. R. Adams (OSHD)
G. Potter

RECEIVED
STATE HWY ENGR

OCT 2 '84

REFER TO
Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

September 25, 1984
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-5-3(128)147
Elkhead Road Intchge. - Rice Hill Intchge. (S. B) Section

The surfacing design and supporting data submitted with Mr. Terpin's September 13, 1984 letter has been reviewed. The proposed design consisting of the removal of the existing pavement from both lanes and replacing it with 11 inches of continously reinforced PCC pavement 26 feet wide on 6 inches of cement treated base (utilizing the existing roadway materials for the base) is considered adequate and acceptable. The removal of 1 inch of the existing Class "E" asphaltic concrete pavement from the shoulders by grinding and replacing with 2 inches of Class "C" asphaltic concrete pavement is also considered appropriate.

While the above surfacing design is considered adequate it is recommended that consideration be given to removing only 5 or 6 inches of the existing 12 inch deep surfacing on the northerly portion of the project where there is no conflict with a median barrier. This would permit utilizing the remaining AC pavement as treated base thereby reducing the overall cost of the project.

Sincerely yours,

D.K. Hossner
for Dale E. Wilken
Division Administrator

cc: Terpin
J. Scofield

cc to Terpin 10-8-84

RECEIVED
STATE HWY ENGR

OCT 2'84

REFER TO Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

CON 21-2
I-5

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 24, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Construction Obligation
Item No. 40130
Project No. IR-5-3(131)147
Elkhead Rd. Intchge.-Rice Hill Intchge. Sec.
Pacific Highway
Douglas County

It is the Oregon State Highway Division's present intention to receive bids for this project on November 15, 1984 or earlier.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $6,764,400 with an obligation of $6,238,129 in Federal funds.

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

JLG:bkb
cc: Guy Johnson
General Files

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 16

September 14, 1984

RECEIVED
STATE HWY ENGR
SEP 17 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Dale E. Wilken
Division Administrator
Federal Highway Administration
Equitable Center, Suite 100
530 Center St. NE
Salem, OR 97301

Elkhead Rd. Inchge.-Rice Hill Inchge.
Pacific Highway (I-5)
Douglas County

This letter is to request your concurrence that it is in the public's best interest to establish a mandatory stockpile site for excess asphalt pavement.

The purpose of this project is to restore the southbound travel lanes. The existing asphalt pavement surface has deformed and shows distress.

We propose to remove ten (10) inches of the existing asphalt pavement by cold planing. The aggregate in this material is suitable only for low volume roads. In this project, we propose to utilize a small amount for shoulder aggregate and detour base aggregate. The remainder is to be stockpiled on the project at Yoncalla Interchange.

We have proposed in our Pavement Management Plan to use some of the stockpiled material on the Drain-Yoncalla Highway (Hwy. # 236) which has a rating condition of poor. Also, we are investigating the Elkton-Sutherlin Highway (Hwy. # 231) and Oakland-Shady Highway (Hwy. # 234) as possible locations to utilize this material.

Following is a summary of the approximate quantities involved:

Remove Asphalt Concrete		33,500	cu. yds.
Construct Shoulder Aggregate	(-)	600	cu. yds.
Construct Detour Base Aggregate	(-)	2,400	cu. yds.
Asphalt Concrete For Stockpile		30,500	cu. yds.
Proposed For Drain-Yoncalla Highway		10,000	cu. yds.

Form 734-3122

We solicit your concurrence that it is in the public's interest to acquire the excess asphalt material.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, PE
Final Design Engineer

DRA:mg

bc: H. S. Coulter
E. S. Hunter
J. J. Gix
J. L. Gaither
N. L. Henry

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FET:RTN:js ge

bc E. S. Hunter
J. H. Versteeg
D. R. Adams
J. J. Gix
R. T. Noble

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
SEP 14'84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

DATE: September 13, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIG [illegible]
FRANK E. TERPIN

SUBJECT: Elkhead Road Intchge-Rice Hill Intchge (Southbound) Sec.
Pacific Highway
Douglas County

Submitted herewith is a surfacing design with supporting data for the subject section. This is an Interstate Rehabilitation project to be funded with FAI-4R money.

This project has developed extreme rutting in the wheel tracks, as well as some cracking and potholing, especially in the outside lane.

Our rehabilitation design is for a 30-year period. It calls for removing all the existing pavement from both lanes and replacing it with 11 inches of continuously reinforced PCC and 6 inches of cement treated existing roadway materials. Approximately 2 inches of new aggregate will be added to the existing base rock prior to cement treating to bring it to the proper grade. The CRPCC will be 26 feet wide with the shoulder (fog) stripe being marked 12 feet from centerline. This will leave approximately two feet of CRPCC to provide extra support on the outside edge of the travel lane. The CRPCC will minimize rutting in the travel lanes over a long period of time. One inch of existing Class "E" asphaltic concrete will be removed from the shoulders by grinding and replaced with 2 inches of Class "C" asphaltic cncrete. Leveling will be accomplished in the grinding process, eliminating a requirement for leveling allowance.

The CRPCC design is based on the modified PCA method. Documentation supporting this design is attached.

If any questions should arise about this analysis, they will be promptly answered.

Attachment

Form 734-3122

1130

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

August 30, 1984
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project IR-5-3(128)147
Elkhead Road Interchange - Rice Hill Interchange

Mr. Adams' August 24, 1984 letter containing information supporting an exception to the minimum design criteria as set forth in AASHTO "Geometric Design Standards for Highway Other Than Freeways" has been reviewed. For the reasons given in Mr. Adams' letter we concur that it is in the public interest to provide 11-foot travel lanes and 4-foot paved shoulders on the 1200 foot section of the Drain-Yoncalla Highway to be reconstructed as part of this project.

Sincerely yours,

G.K. Hosner
for Dale E. Wilken
Division Administrator

cc:
OSHD (D R Adams)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
AUG 31 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ET:RTN:js ge
bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
D. R. Adams
J. J. Gix
R. T. Noble

RECEIVED
STATE HWY ENGR
AUG 30 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S HUNTER

DATE: August 30, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin ORIGINAL SIG
Location Engineer FRANK E. TERPIN

SUBJECT: Elkhead Road Intchge.-Rice Hill Intchge. Southbound Section
Pacific Highway
Douglas County

Submitted herewith is a surfacing design with supporting data for the subject section. This is an Interstate Rehabilitation project to be funded with FAI-4R money.

This project has developed extreme rutting in the wheel tracks, as well as some cracking and potholing, especially in the outside lane.

Our rehabilitation design is for a 30-year period. It calls for removing 8 inches of existing pavement from the outside lane and replacing it with 11 inches of continuously reinforced PCC and 6 inches of cement treated existing roadway materials. Approximately 3 inches of new aggregate will be added to the existing base rock prior to cement treating to bring it to the proper grade. The CRPCC will be 14 feet wide with the shoulder (fog) stripe being marked 12 feet from centerline. This will leave approximately two feet of CRPCC to provide extra support on the outside edge of the travel lane. The CRPCC will minimize rutting in the outside lane over a long period of time. One inch of existing Class "E" asphaltic concrete will be removed from the inside lane and shoulders by grinding and replaced with 3 inches of Class "C" asphaltic concrete. Leveling will be accomplished in the grinding process, eliminating a requirement for leveling allowance. Equivalent axle loads on the inside lane are low enough that this will be sufficient.

The CRPCC design is based on the modified PCA method. Documentation supporting this design is attached.

If any questions should arise about this analysis, they will be promptly answered.

Attachment

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: FILES

DATE: August 27, 1984

FROM: John T. Scofield
Location Field Engineer

SUBJECT: FAI-4R Projects - Pavement Rehabilitation

Today I met with Hal Versteeg, Don Adams and Frank Terpin to determine pavement rehabilitation strategies for various interstate 4R projects. Frank Terpin, Don Adams and I made a field trip on August 22 and 23 to look at projects on I-5 between Salem and the California State Line.

The following strategies were decided on and will be submitted to FHWA for approval:

1. Goshen-Cottage Grove N.B. Remove and replace existing PCC pavement with 10" CRPCC and 6" C.T.B., with outside lane 13' wide. Remove existing A.C. shoulder and replace with 4" new A.C. Finish grade will be approximately 2" above existing.

   Estimated cost = $11.0 million.

2. Elkhead Road-Rice Hill S.B. Eleven-inch CRPCC Inlay with 6" of cement treated existing roadbed - 14' wide. The inside lane and shoulders will have the one-inch class "E" mix wearing surface removed. Three inches of class "C" A.C. will then be placed on the inside lane and shoulders.

   Estimated cost = $4.1 million.

3. Azalea-Glendale Bonded PCC overlay 4" thick of the existing CRPCC pavement. Some replacement of the outside lane will be necessary. Project will include necessary subdrains and A.C. shoulder paving.

   Estimated cost = $3.8 million.

4. Ladd Canyon-North Powder Replace damaged CRPCC pavement in the E.B. outside lane. Repairs to include removal of old cinder base. Project also will include placing CRPCC pavement through the slide area which is now stable.

   Estimated cost = $2.0 million.

RECEIVED
STATE HWY ENGR
AUG 28 '84
REFER TO
FOR
Info Invest R/U D/R Sign Act File

NOTED
E. S. HUNTER

JTS:ge
cc E. S. Hunter
Don Adams
Jim Gix
Ron Noble
Steve Macnab
J. H. Versteeg
Frank Terpin
Bob Hector
Jack Sullivan

81-125-1387

Contains Recycled Materials

CON 21-2
I-5,

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 16

August 24, 1984

RECEIVED
STATE HWY ENGR
AUG 28 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

Elkhead Rd. Intchge.Rice Hill Intchge.
Pacific Highway (I-5)
Douglas County

This is to request an exception to the minimum standards for shoulder widths. The design criteria is set forth in the *"Geometric Design Standards For Highways Other Than Freeways, AASHTO 1969"* as revised February 1, 1970.

This project is to correct a badly rutted section of the Pacific Highway. At the the Yoncalla Jct. Interchange, it is necessary to raise the overcrossing structure (roadway width 26 feet) and reconstruct 1,200 feet of the Drain-Yoncalla Hwy. (See Sketch). The A.D.T. is 1,050 (1984). The adjacent sections are two 11-foot travel lanes and 4-ft. shoulders. There are no long-term projects planned for these sections.

It is proposed to construct two 11-ft. travel lanes and 4-ft. shoulders. This will allow construction within the right of way, keep the cost at a minimum and match the existing shoulders on the adjacent sections.

Your concurrence is solicited, that it is in the public's interest to construct the 11-ft. travel lanes and 4-ft. shoulders.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

Attach.

bc: H. S. Coulter
E. S. Hunter
J. J. Gix
J. L. Gaither
N. L. Henry w/attach.

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 17, 1984

In Reply Refer to
File No.:

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

[illegible] H.S. COULTER

RECEIVED
STATE HWY ENGR
JUL 18 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORIGINAL SIGNED BY
FRANK E. TERPIN

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Elkhead Road Intchge.-Rice Hill Intchge.
(Southbound) Section
Pacific Highway
Douglas County

Submitted herewith is a surfacing design with supporting data for the subject section. This is an Interstate Rehabilitation project to be funded with FAI-4R money.

This project has developed extreme rutting in the wheel tracks, as well as some cracking and potholing, especially in the outside lane.

Our rehabiitaion design is for a thirty-year period. It calls for removing 9 inches of existing pavement from the outside lane and replacing it with 12-inches of continuously reinforced P.C.C. The C.R.P.C.C. will be 14 feet wide and the shoulder (fog) stripe being marked 12 feet from centerline. This will leave approximately two feet of C.R.P.C.C. to provide extra support on the outside edge of the travel lane. The C.R.P.C.C. will minimize rutting in the outside lane over a long period of time. The inside lane and shoulders are to be overlayed with 3 inches of asphaltic concrete plus a 1-inch allowance for leveling. Equivalent axle loads on the inside lane are low enough that this will be sufficient.

The C.R.P.C.C. design is based on the modified P.C.A. method. Documentation supporting this design is attached. If any questions should arise about this analysis, they will be promptly answered.

FET:RTN:js/ge
Attachments

bc H. S. Coulter
E. S. Hunter
J. H. Versteeg
D. R. Adams
J. J. Gix
R. T. Noble

9930

1-5 N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Douglas Co

SEE INSTRUCTIONS ON REVERSE

KEY ID# 1937

SECTION Elkhead Rd. Intchge - Rice Hill Intchge. (S.B.)

REGION 3

SURVEY AUTHORITY Hw #1

AUTHORIZATION NO. 1

PREFIX 610-1929

DATE 6-23-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 40,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 7,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		2,000
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		1,000	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		2,000
910 REGION GEOLOGIST		10,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		2,000	932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 80,500
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX NA

FEDERAL AID PROJECT NUMBER IR-5-3(128)147

LOCATION ENGINEER'S REMARKS

This authorization is for the preparation of plans and specifications for a contract to repair and resurface the south bound lanes of I-5.

1 Versteeg ✓
Anderson
Adams
Macnab
2 Stoudenmeyer
Terpin
3 Trout
Wakelig

RECEIVED
FEB 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY	DATE 6-23-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-23-84	

734-1914 (7-82)

VDE

PROJEC1 PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1937

SECTION Elkhead road Intchge.-Rice Hill Intchge. (S.B.)			REGION 3 6-23-83
STATE HIGHWAY # 1	HIGHWAY NAME Pacific	MILE POST FROM 154.88 TO 147.80	LENGTH 7.08
☐ URBAN ☒ RURAL	CITY	COUNTY Douglas	ROAD/STREET NAME
ROUTE # I-5	FEDERAL AID # I-5	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 135	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 1,325		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 80				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N
sub-total	$ 1,405		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N
40% ENGINEERING & CONTINGENCIES	$ 560		DESIGN CATEGORY (1-7)	3	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 1,965	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 2,100				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) / 84	RECOMMENDED FUNDING SOURCE FAI-4R	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	6	6
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	12,500	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

The 1975 overlay on this section has deteriorated and extreme wheel rutting is present in the right hand lane and part of the left hand lane.

MANAGER ________ PROJECT UNIT ________
JUN 1983
MAN. ASSIST. ________ PROGRAM UNIT ________✓
REFER TO
FOR ________________

PROPOSED SOLUTION

The Milling and recycling of this deteriorated area and 1½" overlay over the entire S.B. lanes will bring this section up to standard.

Consideration should be given to placing a class "E" wearing surface over the entire road after milling and replacement.

REQUESTED, REGION ENGINEER X	DATE 6/28/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Elkhead Rd. Intchge.-Rice Hill Intchg. (S.B.)

REGION
3 6-23-83

PROJECT JUSTIFICATION

The traveling public needs a safer, rut-free pavement surface on this section of I-5. DURING INCLEMENT WEATHER, SERIOUS HYDROPLANING OCCURS, ESPECIALLY IN COMPACT VEHICLES, THIS FURTHER JUSTIFIES THE NEED FOR A TIMELY PROJECT.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION Elkhead Rd. Intchg-Rice Hill Intchg (S.B.)	KEY ID # REGION 3 6-23-83

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	E	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	E	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	E	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	E			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	E	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

COMPANIES
N/A
[redacted]

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y	DESIGN SPEED 55 MPH	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
								10-8	12	12		10				
								10-8	12	12		10				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	NA			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Elkhead Rd. Intchge.-Rice Hill Intchge. (S.B.)

REGION
3 6-23-83

ESTIMATED RIGHT-OF-WAY IMPACTS

Project is within Right-Of-Way, no impact.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact on use or comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will remain unchanged. Safety will improve due to level road-way surface.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No impact on these features.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No impact in this area.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

No critical areas.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

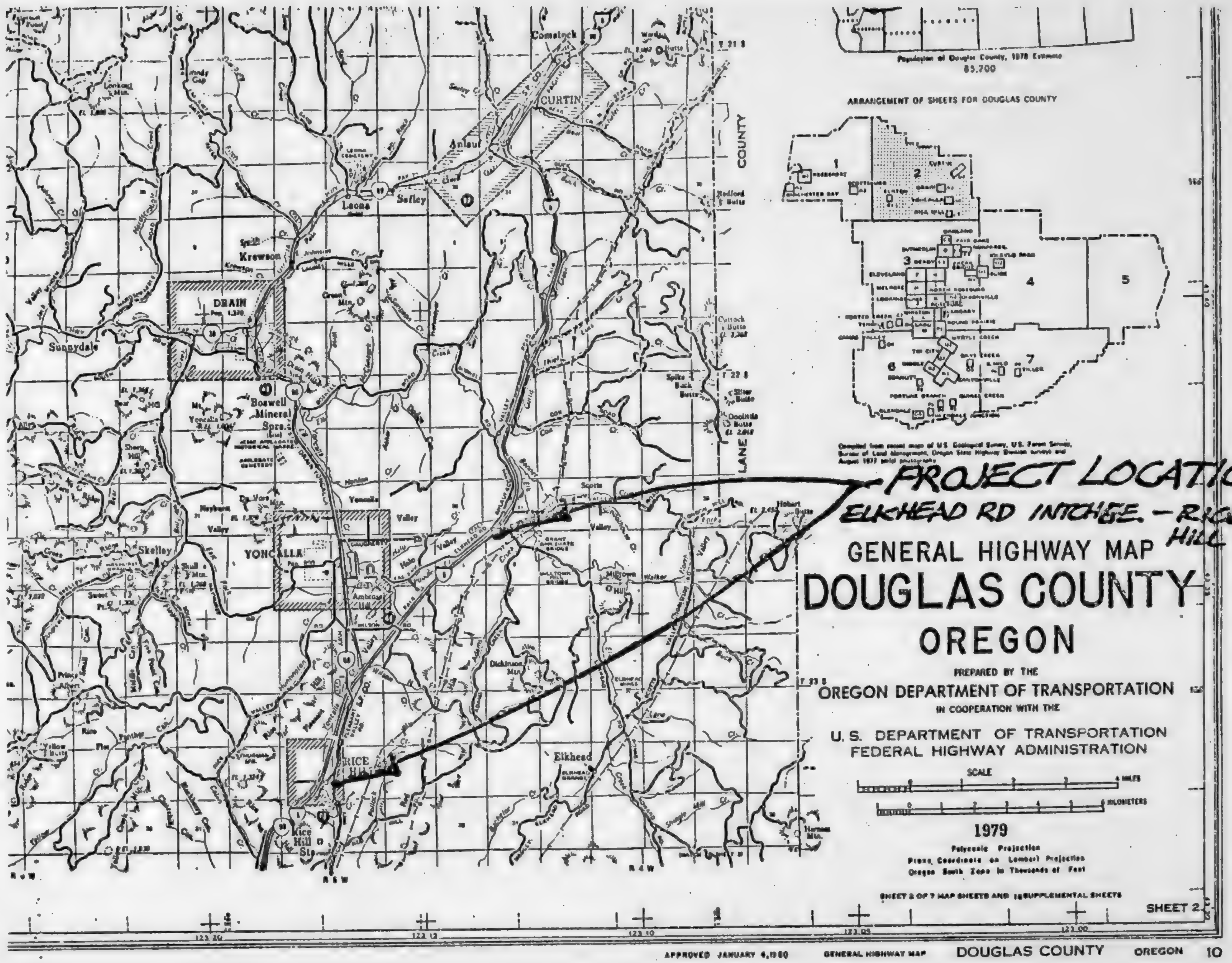
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X 6-28-83	440-3399	

734-1913 (7-82)


Comstock
CURTIN
Anlauf
Leona
Sefley
Krewson
DRAIN
Sunnydale
Boswell Mineral Sprs.
YONCALLA
Skelley
Scotts
Hobart Butte
Milltown Hill
Dickinson Mtn.
Ambrose
Elkhead
RICE HILL
Rice Hill Sta.
Prince Albert
Yellow Butte
Harness Mtn.
Cattock Butte
Spike Buck Butte
Slitter Butte
Doolittle Butte
Redford Butte
LANE COUNTY
T. 21 S.
T. 22 S.
T. 23 S.
R. 6 W.
R. 5 W.
R. 4 W.
123 20
123 15
123 10
123 05
123 00

Population of Douglas County, 1978 Estimate
85,700

ARRANGEMENT OF SHEETS FOR DOUGLAS COUNTY

Compiled from recent maps of U.S. Geological Survey, U.S. Forest Service, Bureau of Land Management, Oregon State Highway Division surveys and August 1977 aerial photography

PROJECT LOCATION
ELKHEAD RD INTCHGE. - RICE HILL INT.

GENERAL HIGHWAY MAP
DOUGLAS COUNTY
OREGON

PREPARED BY THE
OREGON DEPARTMENT OF TRANSPORTATION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE
4 MILES
6 KILOMETERS

1979

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon South Zone in Thousands of Feet

SHEET 2 OF 7 MAP SHEETS AND 16 SUPPLEMENTAL SHEETS

SHEET 2

9930

I-5N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: Frank E. Terpin
Location Engineer

DATE: June 19, 1984

John T. Scofield

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Elkhead Road-Rice Hill (Southbound) Section
Pacific Highway
Douglas County

I have reviewed the recommended rehabilitation strategy for this section of the Pacific Highway in Douglas County.

I concur with this recommendation. A quick estimate for two lanes of CRPCC shows an increase in initial cost of about $1.5 million, making the life cycle (annual) cost significantly higher than Alternate No. 1.

This is not considered a snow-ice zone; therefore, having a "white" lane beside a "black" lane is acceptable.

Please pass this proposal on to Mr. Versteeg.

JTS:ge

cc Ron Noble

✓ Versteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
JUN 20 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

81-125-1387

Contains Recycled Materials

9730

I-5 N

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

LOC 16-3

TO: J. H. Versteeg
Design Engineer

DATE: June 14, 1984

FROM: Ronald T. Noble R. T. Noble
Surfacing Design Engineer

SUBJECT: Recommended Rehabilitation Strategy
Elkhead Road Interch. - Rice Hill Interch. (Southbound) Section
Pacific Highway, Douglas County

Submitted herewith is a study report for two alternate rehabilitation strategies for the subject section

I am recommending alternate No. 2, which calls for a C.R.P.C.C. inlay 14 feet wide in the right lane and an A.C. overlay on the left lane and shoulders.

My recommendation is based on the following factors:

1. Comparable life cycle (annual) costs for either alternate.
2. Lowest user cost. Performance of C.R.P.C.C. pavements result in fewer delays due to current and future construction and maintenance.
3. C.R.P.C.C. will provide a higher degree of traffic safety over a longer period of time.
4. P.C.C. pavements have provided better service on the Interstate System.

Attached are details of the alternates including cost estimates.

RTN:js

Attachments

cc: Frank Terpin
J. J. Gix
John T. Scofield

REFERRED TO
Henry
Cono Edwards
Erikson Anderson
King Bedford Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

1 Versteeg
Anderson
2 Adams
3 [illegible]
Edwards
Terpin
Trout
Wakerlig

RECEIVED
[illegible]
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up ..../..../....
Action

61-125-1387

ELKHEAD ROAD INTERCHANGE - RICE HILL INTERCHANGE, SOUTHBOUND
DESIGN ALTERNATIVES

GENERAL

The current alignment of this project was established in the early 1950's and '60's under three different contracts. In 1955 the "Anlauf - Rice Hill Section" was completed. The alignment of this original two-lane section is mainly in the northbound lanes from Elkhead Road to Yoncalla Interchange, and in the southbound lanes from Yoncalla Interchange to Rice Hill.

Four-laning was completed in 1964 under two contracts. The "Elkhead Road - Yoncalla Interchange Section" had mostly new work in the southbound lanes, which included 4.0" of A.C., 3.0" of P.M.B.B. and 17.0" of base rock. The "Yoncalla Interchange - Rice Hill Section" was primarily a 2.0" A.C. overlay on the 1955 "Anlauf - Rice Hill Section", bringing the total thickness at that time to 5.5" A.C. and 20.5" Base Rock (including level course).

In the next ten years the surfacing in this area developed a history of rutting, cracking, alligatoring, spalling, and potholing. In 1974 the FHWA approved a 4.0" A.C. Overlay (Class "B") plus a 1.0" "E"-mix wearing surface for Elkhead Road to Yoncalla Interchange and a 5.0" A.C. Overlay (Class "B") plus a 1.0" "E"-mix wearing surface from Yoncalla Interchange to Rice Hill in the southbound lanes. This overlay project, "Elkhead Road - Rice Hill Section", was completed in 1977.

Since 1977 the overlay has deteriorated, and extreme rutting has developed in the wheel tracks. Some bleeding, cracking, and potholing has also begun. Pavement cores were taken at two locations on this project in June, 1983, and submitted to the Materials Section for testing. Test results indicate low stability and void content and excessive material passing the #10 and #200 sieves on the 1977 overlay.

The problem involves the full depth of the 1977 overlay. Simply overlaying it or grinding and replacing the top part of it will offer only a temporary solution, at least in the right lane where traffic is heaviest.

Recycling of any material from this overlay is questionable, since the problem is probably related to the quality of the aggregate, which came from the Mt. Nebo Quarry near Roseburg.

DESIGN ALTERNATIVES

Two alternatives were selected for life-cycle analysis. Both involve grinding off and replacing the right lane, one with A.C. and the other with C.R.P.C.C. plus an A.C. overlay of the left lane and shoulders. The left lane is salvageable with an A.C. overlay because of the lesser number of equivalent axle loads it is subjected to. However, we should grind off and replace the 1.0" of "E" mix placed in 1977 prior to overlaying. The following attachments are the two alternatives considered.

ALTERNATE NO. 1

Remove 5 to 6 inches of A.C. from the right lane, and replace it with new Class "C" A.C. (12 feet wide). Overlay the full width with 2 inches of Class C" A.C. Base (plus 1 inch allowance for leveling on the left lane and shoulders) and 3/4" Class "E" wearing surface with an emulsion seal. A one-lane closure was assumed for traffic handling.

Cost estimates are included with the attachments. Based on current performance of A.C. pavements on high volume roads, it is estimated that continuing rehabilitation would be required every 8-10 years. Nine year cycles were used in the cost analysis.

For cost analysis a 27 year period is used, coinciding with the rehabilitation cycles, and no salvage value is considered.

It is anticipated that state force maintenance repairs will be required at intermittent stages during each of the nine year cycles. Detailed costs for maintenance repairs are attached and are included in the final cost estimate.

If this alternate is chosen, it is recommended that a further analysis be conducted prior to each future stage rehabilitation.

For life cycle cost comparison, a 27 year period was used.

ALTERNATE NO. 2

Remove 9 inches of existing surfacing from the right lane (14 feet wide), and replace with 12 inches of Continuously Reinforced P.C.C. Place a 3 inch Class "C" A.C. Overlay on the left lane and shoulders with a 1 inch allowance for leveling.

For traffic handling purposes, the detoured traffic will be narrowed into one lane and transferred across onto the opposing travel lanes. Traffic will be separated by using temporary barrier. Temporary surfacing will be required for construction of cross-overs and temporary ramps. The project will be divided into two units of approximately 3.5 miles in length. Detailed costs are included in the final cost estimate.

The C.R.P.C.C. pavement should provide a very low maintenance surface throughout its design life. However, some P.C.C. repairs would probably be required toward the end of its design life. Shoulder joint sealing will probably be required at about 10 years and 20 years. Detailed costs for maintenance work are attached and are included in the final cost estimate.

No salvage value is considered in this analysis. Although the C.R.P.C.C. could probably be saved, the A.C. part of the highway would probably require extensive reconstruction at the end of the 30 year design period.

For life cycle cost comparison a 30 year period was used.

ECONOMIC ANALYSIS

Following is a comparison of costs. The first table shows the stages for each alternate and the estimated costs in current (1984) prices. The second table is a comparison of annual costs, based on uniform series payments with the value of money at 4% per annum.

ALTERNATE COSTS

	ALTERNATE NO. 1 A.C. Inlay, Right Lane with A.C. Overlay, Full Width	ALTERNATE NO. 2 C.R.P.C.C. Inlay, Right Lane, with A.C. Overlay, Left Lane & Shoulders
Initial Rehabilitation	2.20 M .310 M*	4.10 M .578 M*
9-Year Rehabilitation	1.50 M .211 M*	
10-Year Joint Sealing & Repairs		0.18 M .025 M*
18-Year Rehabilitation	1.50 M .211 M*	
20-Year Joint Sealing & A.C. Rehabilitation		0.78 M .110 M*
State Force Maintenance	0.060 M .009 M*	0.034 M .005 M*
TOTAL	5.26 M .74 M*	5.10 M .72 M*

*Per Mile Cost in Millions of Dollars

LIFE CYCLE COSTS

	Interest = 0% Inflation = 0%	Interest = 4% Inflation = 0%
	Annual Cost	Equivalent Annual Cost @ 4%
ALTERNATE NO. 1 A.C. Inlay, Right Lane, with A.C. Overlay, Full Width	0.19 M/Yr. 0.027 M/Yr.*	0.26 M/Yr. 0.036 M/Yr.*
ALTERNATE NO. 2 C.R.P.C.C. Inlay, Right Lane with A.C. Overlay, Left Lane and Shoulders	0.17 M/Yr. 0.24 M/Yr.*	0.27 M/Yr. 0.038 M/Yr.*

*Per Mile Cost in Millions of Dollars Per Year.

RECOMMENDATION

Two alternate rehabilitation strategies were studied for this project. It is recommended that Alternate No. 2 be used. This alternate is for a 14-foot wide C.R.P.C.C. Inlay in the right lane and an A.C. Overlay on the left lane and shoulders. A similar strategy was used on the Goshen - Cottage Grove Southbound lanes.

The total estimated cost for this alternate is $4.1 million with an annual cost of $0.27 million. The section is 7.1 miles long, southbound only, making the estimated initial cost $0.58 million per mile.

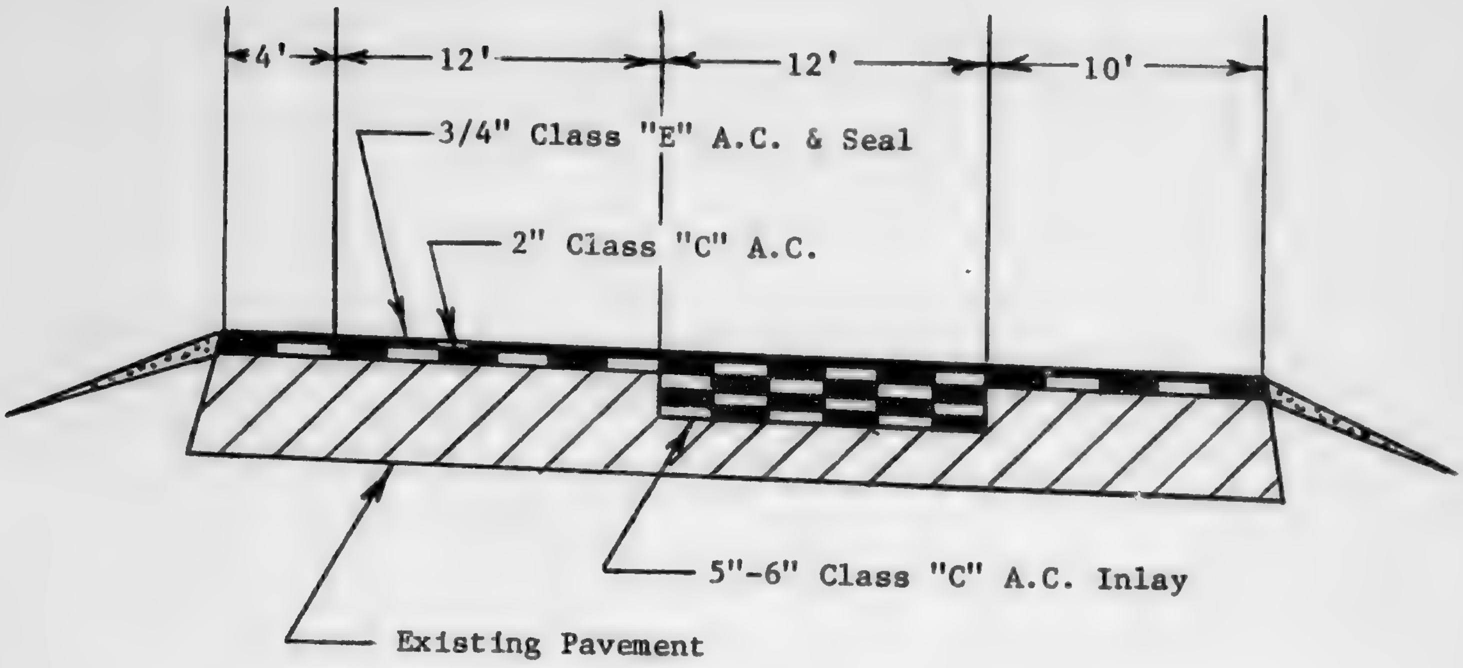
Major factors supporting this recommendation are:

1. Life cycle costs are comparable for either alternate.
2. P.C.C. pavements have provided better service on the Interstate System.
3. The P.C.C. pavement construction with cross-overs and two-way traffic, has fewer interruptions to users.
4. Good performance of C.R.P.C.C. pavements results in fewer user delays for future maintenance and rehabilitation.
5. C.R.P.C.C. will provide a higher degree of traffic safety over a longer period of time.

ELKHEAD RD. - RICE HILL, S.B.

Alternate No. 1

Asphaltic Concrete Inlay/Overlay



1. Remove and replace 5" to 6"* of A.C. in the outside lane with Class "C" A.C. (12' Wide).
   *5" North of Approximate M.P. 150.0.
   6" South of Approximate M.P. 150.0.

2. Place 2.0" of Class "C" A.C. Base Course (plus 1.0" allowance for leveling on left lane and shoulders) full width.

3. Place 3/4" of Class "E" A.C. Wearing Surface with an emulsion seal full width.

4. Will require staged rehabilitation on approximately 9-year cycles. This is based on the performance history of A.C. Pavements on the Interstate System. The future stages will probably be overlays, requiring adjustments to maintain clearances, guardrail heights, and will require bridge deck reconstruction.

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section Elkhead Rd. - Rice Hill, S.B. (A.C. Inlay/Overlay)
Highway Pacific #1 County Douglas Prefix ____
Length ____ Miles 7.1 Designer Forrester Date 6-1-84
Signed Forrester Title ____

Grading & Drainage		$ —
Surfacing		$ 1,815,284
Extra Work		
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ —
TOTAL		$ 1,815,284
*20 % Engineering and Contingencies		$ 363,057
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 2,178,341

USE $ 2,200,000

EGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

ection Elkhead Rd. - Rice Hill, S.B. (Rehab @ 9 & 18 years of AC Inlay)
ighway Pacific County Douglas Prefix ___
ength 7.1 Miles Designer Forrester Date 6-6-84
igned R.L. Forrester Title ___

Grading & Drainage	$
Surfacing	$ 1,238,532
Extra Work	
TOTAL EXTRA WORK	$ —
TOTAL	$ 1,238,532
+ 20 % Engineering and Contingencies	$ 247,706
Structures	
TOTAL STRUCTURES	$
Right of Way	$
TOTAL ESTIMATED COST	$ 1,486,238

Use $ 1,500,000

SUMMARY—BID SCHEDULE—COST ESTIMATE

Date 5-30-84

Elkhead Rd. - Ri Hill, S.B.

ounty Douglas

Work A.C. Inlay/Overlay

Length 7.1 miles

Name Forrester

Item	Code	Unit	Quantity	Unit Cost	Total
Mobilization		All	All	12 %	187788
T.P. & D.		All	All	4 %	62,596
Temp. Signing		Sq Ft.	2,000	6^{00}	12,000
Flagging		Hour	6000	$16.^{00}$	96,000
A.C. Pavement Removal (Grinding)		S.Y.	34,400	$2.^{50}$	86,000
A.C. Pavement Removal (Grinding)		S.Y.	15,400	$3.^{00}$	46,200
Aggregate Base		Ton	1700	6^{00}	10,200
Class "C" AC		Ton	39,000	17^{00}	663,000
Class "E" AC		Ton	5,800	15^{00}	87,000
Asphalt in Mixes		Ton	2800	170^{00}	476,000
Emulsion Seal		S.Y.	160,000	$0.^{30}$	48,000
Lime in A.C.		Ton	450	90^{00}	40,500
				Total	1,815,284

SUMMARY—BID SCHEDULE—COST ESTIMATE

Date 6-6-84

n Elkhead Rd. - Rice Hill SB

ounty Douglas

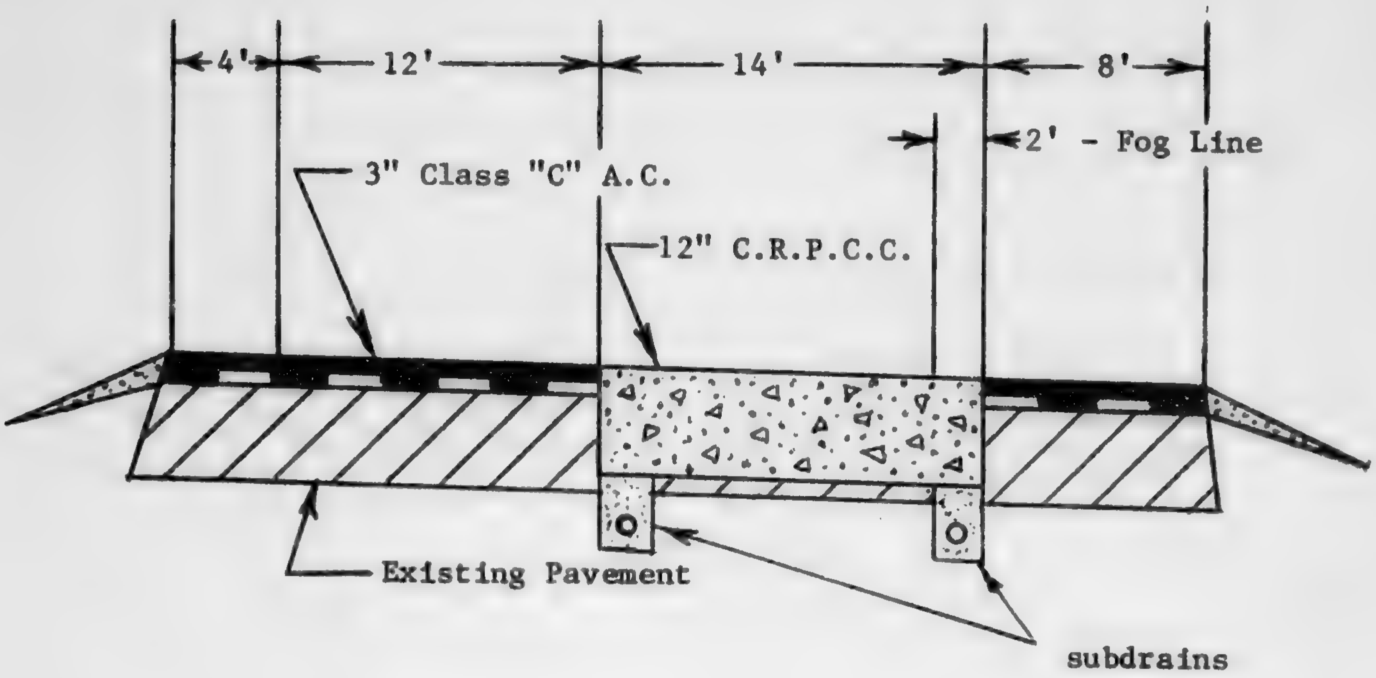
f Work A.C. Inlay/Overlay Rehab @ 9 & 18 yrs. Length 7.1 miles Name Forrester

Item	Code	Unit	Quantity	Unit Cost	Total
Mobilization		All	All	12 %	128,124
T.P. & D.		All	All	4 %	42,708
Temp. Signing		Sq. Ft.	2,000	6.00	12,000
Flagging		Hour	5,000	16.00	80,000
Aggregate Base		Ton	1700	6.00	10,200
Class "C" A.C.		Ton	27,000	17.00	459,000
Class "E" A.C.		Ton	5,800	15.00	87,000
Asphalt in Mixes		Ton	2,000	170.00	340,000
Lime in Mixes		Ton	350	90.00	31,500
Emulsion Seal		Sq. Yd.	160,000	0.30	48,000
				TOTAL →	1,238,532

ELKHEAD RD. - RICE HILL, S.B.

ALTERNATE NO. 2

C.R.P.C.C. Inlay, Outside Lane



1. Remove 9" depth of existing surfacing from right lane (14' wide) by grinding.

2. Replace with 12" of Continuously Reinforced P.C.C.

3. Place 3" of Class "C" A.C. Wearing Surface and Base Course (plus 1.0" allowance for leveling) on the left lane and shoulders.

4. The C.R.P.C.C. in the right lane will require very little maintenance or repair before the end of its 30-year design period except joint cleaning and sealing on about 10-year cycles. The A.C. on the left lane will probably require some repair at the joint in addition to the cleaning and sealing at 10 years and rehabilitation in the form of removing and replacing 3" at 20 years. The outside shoulder will probably not require removal and replacement since the C.R.P.C.C. extends 2' beyond the fog line.

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ___ of ___ Sheets

Section Elkhead Rd. - Rice Hill S.B. (CRPCC Inlay)
Highway Pacific # #1 County Douglas Prefix
Length Miles 7.1 Designer Forrester Date 6-1-84
Signed Forrester Title

Grading & Drainage		$ —
Surfacing		$ 3,394,384
Extra Work		
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ —
TOTAL		$ 3,394,384
+20 % Engineering and Contingencies		$ 678,877
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 4,073,261

USE $ 4,100,000!

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

ection Elkhead Rd. - Rice Hill, S.B. (CRPCC Inlay - 10 YEAR REHAB)
ighway Pacific #1 County Douglas Prefix ______
ength 7.1 Miles ______ Designer Forrester Date 6-7-84
igned Forrester Title ______

Grading & Drainage		$ ______
Surfacing		$ 144,143
Extra Work		
______	$ ______	
______	$ ______	
______	$ ______	
______	$ ______	
______	$ ______	
______	$ ______	
______	$ ______	
______	$ ______	
______	$ ______	
______	$ ______	
TOTAL EXTRA WORK		$ ______
TOTAL		$ 144,143
+20 % Engineering and Contingencies		$ 28,829
Structures		
______	$ ______	
______	$ ______	
______	$ ______	
______	$ ______	
TOTAL STRUCTURES		$ ______
Right of Way		$ ______
TOTAL ESTIMATED COST		$ 172,972

USE $180,000

REGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

ection Elkhead Rd - Rice Hill S.B. (CRPCC Inlay - 20 YEAR REHAB.)
ighway Pacific #1 County Douglas Prefix ____
ength 7.1 Miles ____ Designer Forrester Date 6-8-84
igned Forrester Title ____

Grading & Drainage		$ ____
Surfacing		$ 650,029
Extra Work		
____	$ ____	
____	$ ____	
____	$ ____	
____	$ ____	
____	$ ____	
____	$ ____	
____	$ ____	
____	$ ____	
____	$ ____	
____	$ ____	
TOTAL EXTRA WORK		$ ____
TOTAL		$ 650,029
+20 % Engineering and Contingencies		$ 130,006
Structures		
____	$ ____	
____	$ ____	
____	$ ____	
____	$ ____	
TOTAL STRUCTURES		$ ____
Right of Way		$ ____
TOTAL ESTIMATED COST		$ 780,035

USE $ 780,000

5-31-84

Elkhead Rd. - Rice Hill, S.B. County Douglas

f Work CRPCC Inlay Length 7.1 miles Name Forrester

Item	Code	Unit	Quantity	Unit Cost	Total
Mobilization		All	All	10%	303,070
T.P.&D.		All	All	2%	60,614
Temp. Signing		Sq Ft	800	6.00	4800
Flagging		Hour	3600	16.00	57,600
A.C. Removal (Grinding) (9")		Sq. Yd.	58,000	4.50	261,000
Aggregate Base		Ton	1,000	6.00	6,000
C.R.P.C.C. (12")		Sq. Yd	58,000	22.00	1,276,000
A.C. Class-"C"		Ton	23,000	17.00	391,000
Asphalt in Mix		Ton	1,350	170.00	229,500
Lime in Mix		Ton	250	90.00	22,500
Anchors		Lin Ft.	180	60.00	10,800
Expansion Joints		Lin Ft.	90	100.00	9,000
Edge Drains		Lin Ft.	75,000	3.50	262,500
Detours		All	All	500,000	500,000
			TOTAL →		$3,394,384

SUMMARY—BID SCHEDULE—COST ESTIMATE

Date

Elkhead Rd. - Ric Hill S.B.

ounty

Work

Length

Name

Item	Code	Unit	Quantity	Unit Cost	Total
Detour Quantities					
Barrier Removal		Lin Ft.	5,600	4.00	22,400
Barrier Placement		Lin Ft.	5,600	6.00	33,600
Temporary Barrier		Lin Ft.	18,650	12.00	223,800
Move Temporary Barrier		Lin Ft.	18,650	4.00	74,600
A.C. Removal		S.Y.	7600	1.50	11,400
Emb. In Place		C.Y.	1,700	4.00	6,800
Gen. Exc.		C.Y.	4600	5.00	23,000
Agg. Base		Ton	5600	6.00	33,600
A.C. (Class "C")		Ton	1850	17.00	31,450
Asphalt in Mix		Ton	120	170.00	20,400
				Total →	481,050
				Use	$500,000

6-7-84

n Elkhead Rd. - Rice Hill S.B. County Douglas

f Work 10 Yr. CR PCC Rehabilitation Length 7.1 miles Name Forrester

Item	Code	Unit	Quantity	Unit Cost	Total
Mobilization		All	All	12%	14,911
T.P & D.		All	All	4%	4,970
Temp. Signing		Sq. Ft.	2000	6.00	12,000
Flagging		Hour	5,000	16.00	80,000
A.C. Removal (Grinding) (2'x1½")		Sq. Yd.	8,300	1.00	8,300
Class "C" A.C.		Ton	700	17.00	11,900
Asphalt in Mix		Ton	50	170.00	8,500
Lime in Mix		Ton	7	90.00	630
Clean & Seal Outside Joint		Lin Ft.	37,300	0.40	14,920
			TOTAL	→	144,143

SUMMARY—BID SCHEDULE—COST ESTIMATE Date 6-7-81

Elkhead Rd. - Ri Hill S.B. County Douglas

Work 20 Year C.R. PCC. Rehab. Length 7.1 miles Name Forrester

Item	Code	Unit	Quantity	Unit Cost	Total
Mobilization.		All	All	12%	67,244
T.P.&D.		All	All	4%	22,415
Temp Signing		Sq. Ft.	2,000	6.00	12,000
Flagging		Hour	6,000	16.00	96,000
A.C. Removal (Grinding) (16'-3")		Sq. Yd.	67,000	1.75	117,250
Class "C" A.C.		Ton	11,200	17.00	190,400
Asphalt in Mix		Ton	700	170.00	119,000
Lime in Mix		Ton	120	90.00	10,800
Clean & Seal Outside Joint		Lin Ft.	37,300	0.40	14,920
			TOTAL →		$650,029

CON 21-2

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-3(128)147

2. STATE PROJECT NO. See Below I-5, S.

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40130

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/23/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Elkhead Road Interchange - Rice Hill Interchange (Southbound)

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering cold plane - overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $80,000 - FF $74,237
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 1/19/84.

RECEIVED
STATE HWY ENGR
JAN 27 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/27

14. DATE 1/23/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1985 Suttle Lake-Sisters Sec, 9931
Santiam Hwy. ending in Sisters.
(gr, pav.)

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 40029

Project No. E- -HES-21-3(14)

Project Suttle Lake - Sisters Highway Santiam County Jefferson & Deschutes

Type of Work Channelization & Overlay Length-Rdy. Brs. Total

PR-1 Estimate - Date Submitted 7-25-84 Amount 2,838,000 Government 2,506,810 State 331,190 Co. City —

Rev PR-1 Estimate - Date Submitted 10-16-84 Amount (277,800) 4,079,000 Government 250,000 3,350,750 State 27,800 450,450 Co. City —

PA Estimate - Date Submitted 12-5-84 Amount 3,785,587 Government 3,338,534 State 447,053 Co. City —

Rev PA Estimate - Date Submitted 11-19-85 Amount 4,007,173 Government 3,534,050 State 473,123 Co. City —

" " Estimate - Date Submitted 9-4-87 Amount 4020919 Government 3546167 State 474752 Co. City —

" " Estimate - Date Submitted 7-15-88 Amount 4,050,919 Government 3,573,494 State 478425 Co. City —

Preliminary Engineering Phase I Phase II Rights of Way Construction Other

Project Agreement - Amount 74,945 (141) 3,263,589 (010) Date 12-13-84 State Contract No. 9931 P.P.R. Copy 12-18-84

Modified Agreement - Amount 84,077 (141) 3,449,973 (010) Date 11-20-85 State Contract No. P.P.R. Copy

Modified Agreement - Amount 84077 (141) 3,462,090 (010) Date 9-14-87

Modified Agreement - Amount 84077 (141) 3489417 (010) ✓ Date 7-22-88

Modified Agreement - Amount Date

Modified Agreement - Amount Date

Modified Agreement - Amount Date

Pro-rata Group 1 Group 2 Group 3 Group 8 Group 9

Appn Code (141) ~ 90% (010) — 88.15%

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 9-1041	Prefix	Prefix	Prefix
final	15 JUL 91		3,568,108.63					
P. final	15 OCT 91		3,591,647.93					
	Total							

FORM 734-3144 (Rev. 11-78)

Yellow

DEPARTMENT OF TRANSPORTATION
Central Services Division

InterOffice Memo
April 2, 1990

TO: Dale Allen
Region 4 Engineer

FROM: Ray Damerell, Audit Supervisor
Audit & Review Services

SUBJECT: **Audit Report No. 90-185**
David Evans & Associates
Geographical Area 4 - Bend
Construction Engineering
FA Project No. F-88-1(6), F-81(7), F-21-3(14)
EA No. C10058, C10010, C09931, etc.
Submitted By William Lorenz

We have performed a desk audit on the State's agreement No. 8869 with David Evans & Associates. The agreement authorized $55,000.00 and was approved by the State on July 20, 1986. A supplemental agreement increased the authorized amount to $80,000.00. The Federal Highway Administration approved the services performed per two State Force Orders (see below), but no additional FHWA approval could be identified. Total costs of $79,405.44 were billed for the project period from August 7, 1986 to October 31, 1987.

Our examination was made in accordance with General Accounting Office standards as implemented by the Oregon Department of Transportation audit policy. Accordingly, the audit included such tests, observations, and inquiries of the Consultant's records, procedures and internal controls as were considered necessary to provide assurance that costs claimed were proper, and they complied with applicable laws and regulations and the agreement. The audit resulted in no adjustments.

Accordingly, costs of $79,405.44 are eligible for reimbursement. The audit file shows David Evans & Associates has been paid in full.

Part of the services under this agreement were performed per two State Force Orders:

SFO No. 8 authorized $4,000.00 and was approved by the State on October 23, 1986. Two supplemental SFO's increased the authorized amount to $14,000.00. The Federal Highway Administration approved $10,000 and the authorization date was October 23, 1986. Total costs of $13,779.11 were billed for the project period from October 14, 1986 to February 25, 1987. The costs exceed the FHWA approval by $3,779.11. Also, costs of $320.00 were incurred prior to the FHWA authorization date.

SFO No. 9 revised authorized $15,730.00 and was approved by the State on November 12, 1986. Two supplemental SFO's increased the authorized amount to $28,000.00. The FHWA approved $28,000.00 and the authorization date was July 21, 1986. Total costs of $28,054.47 were billed for the project period from October 14, 1986 to October 31, 1987. The costs exceed the SFO and the FHWA approval by $54.47.

RD:WL:jk

9931.

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 7-137

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

7-22-28

Form Approved; O M B No. 04-R2089

State Oregon

County Jefferson & Deschutes

Project Number F-HES-21-3(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 13, 1984, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 4,020,919	$ 4,051,919	
Federal funds	$ 3,462,090	$ 3,489,417	(010)
Other revisions	84,077	84,077	(141)

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22ND day of JUL, 19 88.

OREGON STATE HIGHWAY ENGINEER
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

BYXX For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 15, 1988

Federal-Aid Project No. F-HES-21-3(14)

Suttle Lake-Sisters Section
Santiam Highway
Jefferson and Deschutes Counties

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
Roadway (Primary Funding) (M.P. 87.08 to M.P. 94.76 and M.P. 95.00 to M.P. 100.36)

Subtotal from estimate of November 19, 1985	$ 3,480,607.25
Aquisition Expense	453,392.75
Total	$ 3,934,000.00

Type Code Y008
Channelization (HES Funding) (M.P. 94.76 to M.P. 95.00)

Subtotal as shown on estimate of November 19, 1985	$ 93,419.00

Length of Project ------------- 13.28 miles
Cost of Roadway Per Mile ------ $293,900.60

Retain in Reserve

Payment to USFS for value of timber	All Required	$ 23,000.00
Payment to USFS for slash disposal	All Required	1,500.00
	Total	$ 24,500.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Group	Total	Federal Funds	State Funds
Roadway	010	88.15%	1	$ 3,934,000.00	$ 3,467,821.00	$ 466,179.00
Channelization	141	90.0%	2	93,419.00	84,077.00	9,342.00
Subtotal				$ 4,027,419.00	$ 3,551,898.00	$ 475,521.00
Reserve	010	88.15%	1	24,500.00	21,596.00	2,904.00
Total				$ 4,051,919.00	$ 3,573,494.00	$ 478,425.00

Subjob 011 = 88%; Subjob 021 = 3%; Subjob 081 = 9%
Contract No. 9931
Prefix: 9-1926
Prefix: C09931

DCN:jc

9931

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 9-66	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Jefferson & Deschutes
MODIFICATION NUMBER 2	1-14-87	Project Number F-HES-21-3(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 13, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,007,173	$ 4,020,919
Federal funds	$ 3,449,973 84,077	$ 3,462,090 (010) 84,077 (141)
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of [illegible], 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmour

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Oregon State Highway Division
Salem, Oregon   September 4, 1987

Federal-Aid Project No. F-HES-21-3(14)

Suttle Lake - Sisters Section
Santiam Highway
Jefferson and Deschutes Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Primary Funding)(M.P. 87.08 to M.P. 94.76 and M.P. 95.00 to M.P. 100.36)

Subtotal from Estimate of November 19, 1985		$3,480,607.25
	Engineering	422,392.75
	Total	$3,903,000.00

Type Code Y008
Channelization (HES Funding)(M.P. 94.76 to M.P. 95.00)

Total as shown on Estimate of November 19, 1985	$ 93,419.00

Length of Project --------------------- 13.28 mi.

Cost of Roadway Per Mile -------------- $293,900.60

Retain in Reserve

Payment to USFS for value of timber	All Required	$ 23,000.00
Payment to USFS for slash disposal	All Required	1,500.00
	Total	$ 24,500.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Group	Total Cost	Federal Funds	State Funds
Roadway	010	88.15%	1	$3,903,000.00	$3,440,494.00	$462,506.00
Channelization	141	90.0%	2	93,419.00	84,077.00	9,342.00
Subtotal				$3,996,419.00	$3,524,571.00	$471,848.00
Reserve	010			24,500.00	21,596.00	2,904.00
Total				$4,020,919.00	$3,546,167.00	$474,752.00

Group 1 = 88%; Group 2 = 3%; Group 8 = 9%
Contract No. 9931
Prefix: 9-1926
Prefix: C09931

RLC:me

9931

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	11-9692
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State: Oregon
County: Jefferson & Deschutes
Project Number: F-HES-21-3(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 13, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,785,587.00	$4,007,173.00
	3,263,589.00	3,449,973.00 (010)
Federal funds	$ 74,945.00	$ 84,077.00 (141)
Other revisions		

This modification is made for the following reasons: to include increase in construction cost and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of NOV, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 19, 1985

FEDERAL AID PROJECT NO. F-HES-21-3(14)

SUTTLE LAKE-SISTERS SECTION
SANTIAM HIGHWAY
JEFFERSON AND DESCHUTES COUNTIES

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (PRIMARY FUNDING (MP 87.08 to MP 94.76 and MP 95.00 to MP 100.36)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	$ 6.00	62,080	$372,480.00	70,171	$421,026.00
Asphalt Cement in Mixture	180.00	5,045	908,100.00	5,648	1,016,640.00
Asphalt Escalation July (Adj. #1)	---	---	---	---	32,935.23
Asphalt Escalation Aug. (Adj. #2)	---	---	---	---	21,418.02
			$1,280,580.00		$1,492,019.25

Increase	$ 211,439.25
Subtotal from estimate of December 5, 1985	3,269,168.00
Subtotal	$3,480,607.25
Engineering	408,646.75
Total	$3,889,254.00

TYPE CODE Y008
CHANNELIZATION (HES FUNDING)(MP 94.76 to MP 95.00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
1"-0 Aggregate Base	$ 6.00	2,345	$ 14,070.00	2,523	$ 15,138.00
Class C Asphalt Concrete	11.00	1,411	15,521.00	1,766	19,426.00
Asphalt Cement in Mixture	180.00	115	20,700.00	128	23,040.00
			$ 50,291.00		$ 57,604.00

Increase	$ 7,313.00
Subtotal from estimate of December 5, 1985	74,021.00
Subtotal	$ 81,234.00
Engineering	12,185.00
Total	$ 93,419.00

Length of Project	13.28 mi.
Cost of Roadway Per Mile	$ 292,865.51

RETAIN IN RESERVE

Payment to USFS for value of timber	All Required	$ 23,000.00
Payment to USFS for slash disposal	All Required	1,500.00
	Total	$ 24,500.00

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Group	Total Cost	Federal Funds	State Funds
Roadway	010	88.15%	1	$3,889,254.00	$3,428,377.00	$ 460,877.00
Channelization	141	90.0%	2	93,419.00	84,077.00	9,342.00
Subtotal				$3,982,673.00	$3,512,454.00	$ 470,219.00
Reserve	010	88.15%	1	24,500.00	21,596.00	2,904.00
Total				$4,007,173.00	$3,534,050.00	$ 473,123.00

Group 1: 88%; Group 2: 3%; Group 8: 9%
Contract No. 9931
Prefix: 9-1926
Prefix: C09931

RLC:bkb

9931

STATE COPY

TO BE COMPLETED BY FHWA 12-136 + 137	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Deschutes & Jefferson PROJECT NO. F-HES-21-3(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Suttle Lake-Sisters

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-84	13.28

OTHER *(Specify)*

FUNDS PRO RATA 88.16/90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,786,887.00	$ 3,263,589.00 (010) / 74,945.00 (141)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 12-13-84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 5, 1984

FEDERAL AID PROJECT NO. F-HES-21-3(14)

SUTTLE LAKE-SISTERS SECTION
SANTIAM HIGHWAY
JEFFERSON AND DESCHUTES COUNTIES

PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (PRIMARY FUNDING)(MP 87.08 to MP 94.76 and MP 95.00 to MP 100.36)

Mobilization	Lump Sum	97%	Lump Sum	$ 143,560.00
Temporary Protection and Direction of Traffic	Lump Sum	98%	Lump Sum	34,300.00
Temporary Signs	Sq. Ft.	1,164	8.00	9,312.00
Temporary Barricades	Each	4	100.00	400.00
Temporary Traffic Safety Markers	Each	65	50.00	3,250.00
Flaggers	Hour	4,420	12.00	53,040.00
Pilot Car	Hour	982	25.00	24,550.00
Clearing and Grubbing	Lump Sum	97%	Lump Sum	24,250.00
Removal of Structures and Obstructions	Lump Sum	100%	Lump Sum	2,000.00
General Excavation	Cu. Yd.	43,277	3.00	129,831.00
Trench Excavation	Cu. Yd.	24	20.00	480.00
Finishing Roadbed and Slopes	Lump Sum	97%	Lump Sum	4,850.00
Watering	M-Gal.	1,280	10.00	12,800.00
1"-0 Aggregate Base	Ton	74,730	6.00	448,380.00
Class "C" Asphalt Concrete Mixture	Ton	67,844	11.00	746,284.00
Class "C" Asphalt Concrete Mixture in Leveling	Ton	14,201	13.00	184,613.00
Class "E" Asphalt Concrete Mixture	Ton	11,074	13.00	143,962.00
Asphalt Cement in Mixture	Ton	5,585	180.00	1,005,300.00
Hydrated Lime in Mixture	Ton	1,117	100.00	111,700.00
Emulsified Asphalt in Seal Coat	Ton	240	200.00	48,000.00
Aggregate in Seal Coat	Ton	1,360	15.00	20,400.00
Asphalt in Tack Coat	Ton	333	200.00	66,600.00
18-inch Culvert Pipe	Lin. Ft.	40	13.00	520.00
24-inch Culvert Pipe	Lin. Ft.	198	22.00	4,356.00
30-inch Culvert Pipe	Lin. Ft.	16	25.00	400.00
Guard Rail, Type 2A	Lin. Ft.	550	9.00	4,950.00
Guard Rail, Type 3	Lin. Ft.	100	19.00	1,900.00
Guard Rail Anchors, Type 1	Each	8	150.00	1,200.00
Rail End Pieces	Each	8	70.00	560.00
Bridge Connections	Each	4	200.00	800.00

Extra for Asphalt Approaches	Each	23	100.00	2,300.00
Delineators, Type 1	Each	317	20.00	6,340.00
Seeding, Fetilizing and Mulching	Acre	3.9	1,000.00	3,900.00
				$3,245,088.00

ANTICIPATED ITEMS

Permanent Pavement Striping	(97%)	All Required	$ 17,460.00
Temporary Pavement Striping	(97%)	All Required	4,850.00
Temporary Erosion Control	(97%)	All Required	970.00
On-the-Job Trainees ($0.80 x 1,000 hr.)		All Required	800.00
			$ 24,080.00
		SUBTOTAL	$3,269,168.00
		Engineering	408,646.00
		TOTAL	$3,677,814.00

TYPE CODE Y008
CHANNELIZATION (HES FUNDING)(MP 94.76 to MP 95.00)

Mobilization	Lump Sum	3%	Lump Sum	$ 4,440.00
Temporary Protection and Direction of Traffic	Lump Sum	2%	Lump Sum	700.00
Temporary Signs	Sq. Ft.	33	8.00	264.00
Temporary Barricades	Each	1	100.00	100.00
Temporary Traffic Safety Markers	Each	1	50.00	50.00
Flaggers	Hour	80	12.00	960.00
Pilot Car	Hour	18	25.00	450.00
Clearing and Grubbing	Lump Sum	3%	Lump Sum	750.00
Trench Excavation	Cu. Yd.	30	20.00	600.00
Finishing Roadbed and Slopes	Lump Sum	3%	Lump Sum	150.00
Watering	M-Gal.	24	10.00	240.00
1"-0 Aggregate Base	Ton	2,345	6.00	14,070.00
Class "C" Asphalt Concrete Mixture	Ton	1,411	11.00	15,521.00
Class "C" Asphalt Concrete Mixture in Leveling	Ton	233	13.00	3,029.00
Class "E" Asphalt Concrete Mixture	Ton	265	13.00	3,445.00
Asphalt Cement in Mixture	Ton	115	180.00	20,700.00
Hydrated Lime in Mixture	Ton	23	100.00	2,300.00
Emulsified Asphalt in Seal Coat	Ton	5	200.00	1,000.00
Aggregate in Seal Coat	Ton	30	15.00	450.00
Asphalt in Tack Coat	Ton	7	200.00	1,400.00

18-inch Culvert Pipe	Lin. Ft.	94	13.00	1,222.00
Extra for Pipe Under Pavement	Lin. Ft.	30	20.00	600.00
Extra for Asphalt Approaches	Each	1	100.00	100.00
Delineators, Type 1	Each	33	20.00	660.00
Seeding, Fertilizing and Mulching	Acre	0.1	1,000.00	100.00
				$ 73,301.00

ANTICIPATED ITEMS

Permanent Pavement Striping	(3%)	All Required	$ 540.00
Temporary Pavement Striping	(3%)	All Required	150.00
Temporary Erosion Control	(3%)	All Required	30.00
			$ 720.00
		SUBTOTAL	$ 74,021.00
		Engineering	9,252.00
		TOTAL	$ 83,273.00

Length of Project ----------------- 13.28 miles
Cost of Roadway Per Mile ---------- $276,943.83

Retain In Reserve

Payment to USFS For Value of Timber	All Required	$ 23,000.00
Payment to USFS For Slash Disposal	All Required	1,500.00
		$ 24,500.00

Deschutes County = 71% of F + 100% of HES
Jefferson County = 29% of F

SUMMARY OF FUNDS

DESCRIPTION	APPN CODE	PRO RATA	GROUP	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	010	88.15%	1	$3,677,814.00	$3,241,993.00	$435,821.00
Channelization	141	90.0%	2	83,273.00	74,945.00	8,328.00
SUBTOTAL				$3,761,087.00	$3,316,938.00	$444,149.00
Reserve	010	88.15%	1	24,500.00	21,596.00	2,904.00
TOTAL				$3,785,587.00	$3,338,534.00	$447,053.00

Group 1: 88%; Group 2: 3%; Group 8: 9%
Contract No. 9931
Prefix: 9-1926
Prefix: 9-1041

CL:WH:bkb

011 = 88%
021 = 3%
081 = 9%

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) DAVID EVANS AND ASSOCIATES	("SFO") ORDER NO. #9 Supplemental
PROJECT NAME (SECTION) SUTTLE LAKE - SISTERS	CONTRACT NO. 9931
HIGHWAY SANTIAM HIGHWAY — COUNTY DESCHUTES/JEFFERSON	ACTIVITY OR OBJECT DETAIL CODE 983
	F.A. PROJECT NO. F-HES-21-3

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Locate and re-establish the Right-of-Way monumentation on the Santiam Hwy. Beginning at milepost 100.35 (Cascade and Pine Streets) in Sisters, proceed northwest along the highway to milepost 87.0. Right-of-Way will be documented and monumented.

ESTIMATE OF QUANTITIES AND COSTS:

	Original	Revised Estimate
Labor	$14,700.00	$25,000.00
Equipment	1,030.00	3,000.00
TOTAL:	$15,730.00	$28,000.00

Effective date of authorization for work 10/19/87

EXPLANATION:

This work will be performed by a consultant, David Evans and Associates, who are currently under a consultant services contract. The consultant will monument and file all required documents with the State and the County.

SUBMITTED BY Jerry Thackery — DATE 14 oct 87 TITLE Jerry C. Thackery, Project Manager	APPROVAL RECOMMENDED OR ~~APPROVED~~ BY REGION — DATE 10-19-87
APPROVAL RECOMMENDED BY — DATE TITLE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC — DATE OCT 23 1987

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate. 1053

9-1-5

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: Don Aman, Supervisor
Federal Aid/Research

DATE: September 21, 1987

FROM: Cam Gilmour, Manager
Program Section

ORIGINAL SIGNED BY
CAM GILMOUR

SUBJECT: Authorization for Expenditure of State Funds
Suttle Lake - Sisters Section
Santiam Highway
Deschutes County
Lot 7, Section 5 Subdivision, 10 ft. Strip

State funds in the amount of $16,500 have been authorized to purchase the above listed file as requested by you on September 14, 1987. If the Purchase of Additional Files is required or if expenses are expected to overrun the authorized amount, please submit a Request for Additional Funds.

Prefix C009-2027 has been assigned for costs necessary to acquire the file.

RDF:me
cc: Allen Thiessen
Right of Way
General Files ✓

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Jefferson and Deschutes	DIVISION Oregon
DATE OF REPORT 9/17/87	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-HES-21-3(14)
COMPLETION DATE (Actual) 10/20/85	ACCEPTANCE DATE BY CONRTACT AGENCY 5/26/87	TIME ELAPSED 100 %	CONTRACT TIME 230 Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SUTTLE LAKE - SISTERS SECTION
SANTIAM HIGHWAY
Grading and Paving.

This project provided for a 13.31 mile overlay of the existing highway along with shoulder widening between Black Butte and Sisters. A climbing/passing lane was also constructed in the westerly portion of the project.

The final project cost of $3,980,000 is 5% over the original authorization.

Excess crushed rock was purchased by the State with State funds.

- TPL -

RECEIVED
STATE HWY ENGR
SEP 23 '87
REFER TO Fredrickson
FOR
Info Inves R/D D/R

cg 9/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 9/17/87	TITLE District Engineer	DATE 9/21/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

7131 7/15/87 C 303 & 7/8/87 C 144

OREGON STATE HIGHWAY DIVISION

REQUEST FOR WARRANT

FHES-210(14)

Payable to: Kiewit Pacific Company

Project No.: FHES-21-3(14)

Hwy. Agr. No.:

Contract No.: 9931

Project:

Estimate No.: 12

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Pay balance of retainage	1540.00		1540.00
	not processed in auto-			
	mated payment from			
	Contract payment system			
	See Batch 7/8/87 C 144			
	Totals			
	Retained ___ %			
	Total Payments	1540.00		1540.00

Approved by:

Prepared by: Rosalyn Wickham

Common Data Elements

Doc. No. RW

0 7 1 3 8 7
Month Day Year

Agency 02 Vendor *0000963086 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	240	C09931	010	8027				C09931/012A	380.00	C09931		
02	240	✓	020						10.00			
03	240	✓	021						230.00			
04	240	✓	081	↓				↓	920.00	↓		
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: Kiewitt Pacific Company

Project No.: ____________

Hwy. Agr. No.: ____________

Contract No.: 9931

Project: ____________

Estimate No.: 12 Final

Period Covered: ____________

Work Order No.: ____________

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Interest on 10,167.47 from	2085.82		2085.82
	5/20/86-7/9/87 416 days @			
	5.0140/day			
	Interest on 64,142.06 from			
	5/20/86-11/10/86 144 days	4,554.96		4,554.96
	@ 31.6317/day			
	Totals			
	Retained ___ %			
	Total Payments	6640.78		6640.78

Approved by: ____________

Prepared by: Roslyn Wickham

CPS 10,167.47

Common Data Elements

Doc. No. C09931

0 7 0 8 8 7
Month Day Year

Agency 02 Vendor 0000963086 Suf. 00 Ref. Doc./Suf. ____________ Check No. ____________

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	223	C09931	001	8027	349			C09931/012	6640.78			
02												
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

```
     OREGON DEPARTMENT OF TRANSPORTATION                                         07/08/87
           HIGHWAY DIVISION
YMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                   PAGE    1

       ESTIMATE NUMBER: 012          KIEWIT PACIFIC CO.

CONTRACT               LIQUIDATED               RETAINAGE             FORCE ACCOUNT                NETPAY
 PAYMENT                 DAMAGE                                           AMOUNT

3,676,770.21                 0.00                     0.00                  6,471.08              3,683,241.29
3,676,602.74                 0.00                10,000.00                  6,471.08              3,673,073.82

      167.47                 0.00               10,000.00-                      0.00                 10,167.47

CONTRACT               LIQUIDATED               RETAINAGE             FORCE ACCOUNT                NETPAY
 PAYMENT                 DAMAGE                                           AMOUNT

        0.00                 0.00                  380.00-                      0.00                    380.00
      167.47                 0.00                8,460.00-                      0.00                  8,627.47
        0.00                 0.00                   10.00-                      0.00                     10.00
        0.00                 0.00                  230.00-                      0.00                    230.00
        0.00                 0.00                  920.00-                      0.00                    920.00

      167.47                 0.00               10,000.00-                      0.00                 10,167.47



REGION 4

RD RETAINAGE

    .00
```

```
                                     OREGON DEPARTMENT OF TRANSPORTATION                                         07/08/8
                                              HIGHWAY DIVISION
F[illegible]CP010-1      CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                 PAGE
```

7-8-87 C144

```
CONTRACT NUMBER: C09931          ESTIMATE NUMBER: 012          KIEWIT PACIFIC CO.

                               CONTRACT           LIQUIDATED             RETAINAGE          FORCE ACCOUNT
NUMBER     NUMBER              PAYMENT             DAMAGE                                      AMOUNT

AMOUNT TO DATE:              3,676,770.21             0.00                  0.00              6,471.08
PRIOR AMOUNT:                3,676,602.74             0.00             10,000.00              6,471.08

PRESENT AMOUNT:                    167.47             0.00             10,000.00-                 0.00

EA-        SUB-                CONTRACT           LIQUIDATED             RETAINAGE          FORCE ACCOUNT
NUMBER     NUMBER              PAYMENT             DAMAGE                                      AMOUNT

C09931     010                       0.00             0.00                380.00-                 0.00
C09931     011                     167.47             0.00              8,460.00-                 0.00
C09931     020                       0.00             0.00                 10.00-                 0.00
C09931     021                       0.00             0.00                230.00-                 0.00
C09931     081                       0.00             0.00                920.00-                 0.00

           TOTAL                   167.47             0.00             10,000.00-                 0.00



PROJECT MANAGER-THACKERY - REGION 4

TYPE OF RETAINAGE : STANDARD RETAINAGE

LUMP SUM          :             .00

PERCENT RETAINED  :
```

YMENT VOUCHER	COUNTY DESCHUTES JEFFERSON	CONTRACT NO. C09931	ESTIMATE NO. 12
	HIGHWAY SANTIAM	FEDERAL AID PROJECT NO. FHES0213014 FHES0213014	
	SECTION SUTTLE LAKE-SISTERS		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ON	LUMP SUM	148000.0000	97.000	143560.00	143560.00	
ON	LUMP SUM	148000.0000	3.000	4440.00	4440.00	
CTION AND DIR OF TRAFF	LUMP SUM	35000.0000	98.000	34300.00	34300.00	
CTION AND DIR OF TRAFF	LUMP SUM	35000.0000	2.000	700.00	700.00	
SIGNS	SQ FT	8.0000	2,124.100	16992.80	16752.80	240.00
SIGNS	SQ FT	8.0000	33.000	264.00	264.00	
BARRICADES	EACH	100.0000	4.000	400.00	400.00	
BARRICADES	EACH	100.0000	1.000	100.00	100.00	
TRAFFIC SAFETY MARKERS	EACH	50.0000	65.000	3250.00	3250.00	
TRAFFIC SAFETY MARKERS	EACH	50.0000	1.000	50.00	50.00	
PA 15	HOUR	12.0000	5,203.500	62442.00	62442.00	
PA 15	HOUR	12.0000	80.000	960.00	960.00	
PA 15	HOUR	25.0000	926.000	23150.00	23150.00	
PA 15	HOUR	25.0000	18.000	450.00	450.00	
ND GRUBBING	LUMP SUM	25000.0000	97.000	24250.00	24250.00	
ND GRUBBING	LUMP SUM	25000.0000	3.000	750.00	750.00	
STRUCTURES OBSTRUCTIONS	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
CAVATION	CU YD	3.0000	39,704.700	119114.10	119114.10	
CAVATION		3.0000	9,493.500	28480.50	28480.50	
AVATION	CU YD	20.0000	201.920	4038.40	4038.40	
AVATION	CU YD	20.0000	30.460	609.20	609.20	
ROADBED AND SLOPES	LUMP SUM	5000.0000	97.000	4850.00	4850.00	
ROADBED AND SLOPES	LUMP SUM	5000.0000	3.000	150.00	150.00	
	M-GAL	10.0000	1,381.500	13815.00	13815.00	
	M-GAL	10.0000	24.000	240.00	240.00	
	M-GAL	10.0000	215.000	2150.00	2150.00	
GATE BASE	TON	6.0000	66,960.240	401761.44	401761.44	
GATE BASE	TON	6.0000	2,523.510	15141.06	15141.06	
GATE BASE	TON	6.0000	13,612.970	81677.82	81677.82	
PH CONC MIX PA 4	TON	11.0000	74,934.480	824279.28	824279.28	
PH CONC MIXTURE PA 4	TON	11.0000	1,766.800	19434.80	19434.80	
PG. 01 C09931	TOTAL CONTRACT ITEMS					
21= 43,289.06	FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY DESCHUTES JEFFERSON		CONTRACT NO. C09931	ESTIMATE NO. 12
HIGHWAY SANTIAM		FEDERAL AID PROJECT NO. FHES0213014 FHES0213014	
SECTION SUTTLE LAKE-SISTERS			

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	11 MOBILIZATION		LUMP SUM	148000.0000	97.000	143560.00	143560.00
001	21 MOBILIZATION		LUMP SUM	148000.0000	3.000	4440.00	4440.00
002	11 TEMP PROTECTION AND	DIR OF TRAFF	LUMP SUM	35000.0000	98.000	34300.00	34300.00
002	21 TEMP PROTECTION AND	DIR OF TRAFF	LUMP SUM	35000.0000	2.000	700.00	700.00
003	11 TEMPORARY SIGNS		SQ FT	8.0000	2,124.100	16992.80	16752.80
003	21 TEMPORARY SIGNS		SQ FT	8.0000	33.000	264.00	264.00
004	11 TEMPORARY BARRICADES		EACH	100.0000	4.000	400.00	400.00
004	21 TEMPORARY BARRICADES		EACH	100.0000	1.000	100.00	100.00
005	11 TEMPORARY TRAFFIC SAFETY	MARKERS	EACH	50.0000	65.000	3250.00	3250.00
005	21 TEMPORARY TRAFFIC SAFETY	MARKERS	EACH	50.0000	1.000	50.00	50.00
006	11 FLAGGERS	PA 15	HOUR	12.0000	5,203.500	62442.00	62442.00
006	21 FLAGGERS	PA 15	HOUR	12.0000	80.000	960.00	960.00
007	11 PILOT CAR	PA 15	HOUR	25.0000	926.000	23150.00	23150.00
007	21 PILOT CAR	PA 15	HOUR	25.0000	18.000	450.00	450.00
008	11 CLEARING AND GRUBBING		LUMP SUM	25000.0000	97.000	24250.00	24250.00
008	21 CLEARING AND GRUBBING		LUMP SUM	25000.0000	3.000	750.00	750.00
009	11 REMOVAL OF STRUCTURES	& OBSTRUCTIONS	LUMP SUM	2000.0000	100.000	2000.00	2000.00
010	11 GENERAL EXCAVATION		CU YD	3.0000	39,704.700	119114.10	119114.10
010	81 GENERAL EXCAVATION			3.0000	9,493.500	28480.50	28480.50
011	11 TRENCH EXCAVATION		CU YD	20.0000	201.920	4038.40	4038.40
011	21 TRENCH EXCAVATION		CU YD	20.0000	30.460	609.20	609.20
012	11 FINISHING ROADBED	AND SLOPES	LUMP SUM	5000.0000	97.000	4850.00	4850.00
012	21 FINISHING ROADBED	AND SLOPES	LUMP SUM	5000.0000	3.000	150.00	150.00
013	11 WATERING		M-GAL	10.0000	1,381.500	13815.00	13815.00
013	21 WATERING		M-GAL	10.0000	24.000	240.00	240.00
013	81 WATERING		M-GAL	10.0000	215.000	2150.00	2150.00
014	11 1"-0 AGGREGATE BASE		TON	6.0000	66,960.240	401761.44	401761.44
014	21 1"-0 AGGREGATE BASE		TON	6.0000	2,523.510	15141.06	15141.06
014	81 1"-0 AGGREGATE BASE		TON	6.0000	13,612.970	81677.82	81677.82
015	11 CLASS C ASPH CONC	MIX PA 4	TON	11.0000	74,934.480	824279.28	824279.28
015	21 CLASS C ASPH CONC	MIXTURE PA 4	TON	11.0000	1,766.800	19434.80	19434.80

DATE 07 08 87 PG. 01 C09931	TOTAL CONTRACT ITEMS		
21= 43,289.06	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

AYMENT VOUCHER

COUNTY
HIGHWAY
SECTION

CONTRACT NO. C09931
ESTIMATE NO. 12
FEDERAL AID PROJECT NO.

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
SPH CONC	MIXTURE PA 4	TON	11.0000	10,017.310	110190.41	110190.41	
CONC MIX	IN LEVEL PA 4	TON	13.0000	14,392.510	187102.63	187102.63	
CONC MIX	IN LEVEL PA 4	TON	13.0000	237.000	3081.00	3081.00	
EMENT IN MIXTURE	PA 4	TON	180.0000	5,648.140	1016665.20	1016735.40	70.20-
EMENT IN MIXTURE	PA 4	TON	180.0000	128.760	23176.80	23176.80	
EMENT IN MIXTURE	PA 4	TON	180.0000	604.590	108826.20	108826.20	
IME IN MIXTURE	PA 4	TON	100.0000	965.380	96538.00	96538.00	
IME IN MIXTURE	PA 4	TON	100.0000	20.750	2075.00	2075.00	
N TACK COAT	PA 4	TON	200.0000	135.130	27026.00	27026.00	
TACK COAT	PA 4	TON	200.0000	3.000	600.00	600.00	
TACK COAT	PA 4	TON	200.0000	7.720	1544.00	1544.00	
ULVERT PIPE		LIN FT	13.0000	886.000	11518.00	11518.00	
ULVERT PIPE		LIN FT	13.0000	136.000	1768.00	1768.00	
ULVERT PIPE		LIN FT	22.0000	198.000	4356.00	4356.00	
ULVERT PIPE		LIN FT	25.0000	16.000	400.00	400.00	
PIPE UNDER	PAVEMENT	LIN FT	20.0000	343.000	6860.00	6860.00	
TYPE 2A		LIN FT	9.0000	550.000	4950.00	4950.00	
TYPE 3		LIN FT	19.0000	100.000	1900.00	1900.00	
ANCHOR TYPE 1		EACH	150.0000	8.000	1200.00	1200.00	
PIECES		EACH	70.0000	8.000	560.00	560.00	
NECTIONS		EACH	200.0000	4.000	800.00	800.00	
ASPHALT	APPROACHES	EACH	100.0000	27.000	2700.00	2700.00	
ASPHALT	APPROACHES	EACH	100.0000	1.000	100.00	100.00	
RS TYPE 1	PA 16	EACH	20.0000	620.000	12400.00	12400.00	
RS TYPE 1	PA 16	EACH	20.0000	60.000	1200.00	1200.00	
GREEMENT ITEMS							
TRAINING	94004	HOUR	.8000	605.500	484.40	484.40	
MATL IN	STOCKPILE	CU YD	13.2500	3,315.970	43936.60	43936.60	
NGING	STOCKPILE	LUMP SUM	5000.0000-	100.000	5000.00-	5000.00-	
PG. 02 C09931		TOTAL CONTRACT ITEMS					
21=38860.80		FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY		CONTRACT NO. C09931	ESTIMATE NO. 12
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUN
015	81 CLASS C ASPH CONC MIXTURE PA 4	TON	11.0000	10,017.310	110190.41	110190.4
016	11 CL C ASPH CONC MIX IN LEVEL PA 4	TON	13.0000	14,392.510	187102.63	187102.6
016	21 CL C ASPH CONC MIX IN LEVEL PA 4	TON	13.0000	237.000	3081.00	3081.0
018	11 ASPHALT CEMENT IN MIXTUREPA 4	TON	180.0000	5,648.140	1016665.20	1016735.4
018	21 ASPHALT CEMENT IN MIXTUREPA 4	TON	180.0000	128.760	23176.80	23176.8
018	81 ASPHALT CEMENT IN MIXTUREPA 4	TON	180.0000	604.590	108826.20	108826.2
019	11 HYDRATED LIME IN MIXTURE PA 4	TON	100.0000	965.380	96538.00	96538.0
019	21 HYDRATED LIME IN MIXTURE PA 4	TON	100.0000	20.750	2075.00	2075.0
022	11 ASPHALT IN TACK COAT PA 4	TON	200.0000	135.130	27026.00	27026.0
022	21 ASPHALT IN TACK COAT PA 4	TON	200.0000	3.000	600.00	600.0
022	81 ASPHALT IN TACK COAT PA 4	TON	200.0000	7.720	1544.00	1544.0
023	11 18-INCH CULVERT PIPE	LIN FT	13.0000	886.000	11518.00	11518.0
023	21 18-INCH CULVERT PIPE	LIN FT	13.0000	136.000	1768.00	1768.0
024	11 24-INCH CULVERT PIPE	LIN FT	22.0000	198.000	4356.00	4356.0
025	11 30-INCH CULVERT PIPE	LIN FT	25.0000	16.000	400.00	400.0
026	21 EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	20.0000	343.000	6860.00	6860.0
027	11 GUARD RAIL TYPE 2A	LIN FT	9.0000	550.000	4950.00	4950.0
028	11 GUARD RAIL TYPE 3	LIN FT	19.0000	100.000	1900.00	1900.0
029	11 GUARD RAIL ANCHOR, TYPE 1	EACH	150.0000	8.000	1200.00	1200.0
030	11 RAIL END PIECES	EACH	70.0000	8.000	560.00	560.0
031	11 BRIDGE CONNECTIONS	EACH	200.0000	4.000	800.00	800.0
032	11 EXTRA FOR ASPHALT APPROACHES	EACH	100.0000	27.000	2700.00	2700.0
032	21 EXTRA FOR ASPHALT APPROACHES	EACH	100.0000	1.000	100.00	100.0
033	11 DELINEATORS TYPE 1 PA 16	EACH	20.0000	620.000	12400.00	12400.0
033	21 DELINEATORS TYPE 1 PA 16	EACH	20.0000	60.000	1200.00	1200.0
	PRICE AGREEMENT ITEMS					
3001A	11 ON-THE-JOB TRAINING 94004	HOUR	.8000	605.500	484.40	484.4
3005A	10 3/8" #10 MATL IN STOCKPILE	CU YD	13.2500	3,315.970	43936.60	43936.6
3011A	11 CR FOR CHANGING STOCKPILE	LUMP SUM	5000.0000-	100.000	5000.00-	5000.0

DATE 07 08 87 PG. 02 C09931	TOTAL CONTRACT ITEMS		
21=38860.80	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

AYMENT VOUCHER

COUNTY	CONTRACT NO.	ESTIMATE NO.
	C09931	12
HIGHWAY	FEDERAL AID PROJECT NO.	
SECTION		

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
SS 1/4-10 AGGR	IN STOCKPILE	TON	6.2500	10.481.090	65506.81	65506.81	
XCESS AGG	MATL	TON	4.0000	3,366.710	13466.84	13466.84	
ERROR CLAIM		LUMP SUM	34670.0000	90.000	31203.00	31203.00	
ERROR CLAIM		LUMP SUM	34670.0000	10.000	[redacted]	3467.00	
CLAIM		LUMP SUM	631.0000	90.000	567.90	567.90	
CLAIM		LUMP SUM	631.0000	10.000	63.10	63.10	
-1/4" AGG IN	STOCKPILE	CU YD	4.1000	2,454.282	10062.55	10062.56	
-1/4" AGG IN	STOCKPILE	CU YD	4.1000	272.698	1118.06	1118.06	
-#10 AGG IN	STOCKPILE	CU YD	4.1000	2,030.112	8323.46	8323.46	
-#10 AGG IN	STOCKPILE	CU YD	4.1000	225.568	924.83	924.83	
NT ITEMS							
CALATION	JULY	LUMP SUM	32935.2300	100.000	32935.23	32935.23	
CALATION	AUGUST	LUMP SUM	21418.0200	100.000	21418.02	21418.02	
CALATION	AUGUST	LUMP SUM	432.0000	100.000	[redacted]	432.00	
CALATION	AUGUST	LUMP SUM	2214.0000	100.000	2214.00	2214.00	
CALATION	SEPT	LUMP SUM	1462.2700	100.000	1462.27	1462.27	
CALATION	SEPT	LUMP SUM	49.8500	100.000	[redacted]	49.85	
CALATION	SEPT	LUMP SUM	149.5500	100.000	149.55	149.55	
AC MIXTURE		DOLLAR	1.0000-	11,170.280	11170.28-	11170.28-	
OR MAT'L	SOURCE 9-90-4	CU YD	.0500-	125,355.490	6267.77-	6267.77-	
CALATION ADJ	ON S F	LUMP SUM	87.4800	88.000	76.98	76.98	
CALATION ADJ	ON S F	LUMP SUM	87.4800	3.000	[redacted]	2.62	
CALATION ADJ	ON S F	LUMP SUM	87.4800	9.000	7.87	7.87	
CALATION ADJ	ON FINAL	LUMP SUM	2.3300-	100.000	2.33-		2.3
COUNT ITEMS							
NG					5293.30	5293.30	
GATE					406.06	406.06	
CMP # 185 RT					771.72	771.72	

. 03 C09931	TOTAL CONTRACT ITEMS			
	3951.47 FORCE ACCOUNT			

CONTRACT PAYMENT VOUCHER

734-1020 (985)

COUNTY	
HIGHWAY	
SECTION	
CONTRACT NO.	C09931
ESTIMATE NO.	12
FEDERAL AID PROJECT NO.	

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS A
3013A	10 PURCH EXCESS 1/4-10 AGGR	IN STOCKPILE	TON	6.2500	10,481.090	65506.81	655
3017A	10 PURCHASE EXCESS AGG	MAT'L	TON	4.0000	3,366.710	13466.84	134
3018A	11 SCREENING ERROR CLAIM		LUMP SUM	34670.0000	90.000	31203.00	312
3018A	21 SCREENING ERROR CLAIM		LUMP SUM	34670.0000	10.000	[redacted]	34
3018B	10 LOST LIME CLAIM		LUMP SUM	631.0000	90.000	567.90	5
3018B	20 LOST LIME CLAIM		LUMP SUM	631.0000	10.000	63.10	
3019A	10 PURCH 1/2"-1/4" AGG IN	STOCKPILE	CU YD	4.1000	2,454.282	10062.56	100
3019A	20 PURCH 1/2"-1/4" AGG IN	STOCKPILE	CU YD	4.1000	272.698	1118.06	11
3019B	10 PURCH 1/4"-#10 AGG IN	STOCKPILE	CU YD	4.1000	2,030.112	8323.46	83
3019B	20 PURCH 1/4"-#10 AGG IN	STOCKPILE	CU YD	4.1000	225.566	924.83	9
	ADJUSTMENT ITEMS						
6001	11 ASPHALT ESCALATION	JULY	LUMP SUM	32935.2300	100.000	32935.23	329
6002A	11 ASPHALT ESCALATION	AUGUST	LUMP SUM	21418.0200	100.000	21418.02	214
6002B	21 ASPHALT ESCALATION	AUGUST	LUMP SUM	432.0000	100.000	[redacted]	4
6002C	81 ASPHALT ESCALATION	AUGUST	LUMP SUM	2214.0000	100.000	2214.00	22
6003A	11 ASPHALT ESCALATION	SEPT	LUMP SUM	1462.2700	100.000	1462.27	14
6003B	21 ASPHALT ESCALATION	SEPT	LUMP SUM	49.8500	100.000	[redacted]	
6003C	81 ASPHALT ESCALATION	SEPT	LUMP SUM	149.5500	100.000	149.55	1
6004B	11 PRICE ADJ AC MIXTURE		DOLLAR	1.0000-	11,170.280	11170.28-	111
6005A	11 PRICE ADJ FOR MAT'L	SOURCE 9-90-4	CU YD	.0500-	125,355.490	6267.77-	62
6006A	11 ASPHALT ESCALATION ADJ	ON S F	LUMP SUM	87.4800	88.000	76.98	
6006A	21 ASPHALT ESCALATION ADJ	ON S F	LUMP SUM	87.4800	3.000	[redacted]	
6006A	81 ASPHALT ESCALATION ADJ	ON S F	LUMP SUM	87.4800	9.000	7.87	
6007A	11 ASPHALT ESCALATION ADJ	ON FINAL	LUMP SUM	2.3300-	100.000	2.33-	
	FORCE ACCOUNT ITEMS						
801	11 TEMP STRIPING					5293.30	52
802	10 INSTALL 12' GATE					406.06	4
803	10 EXTEND 18" CMP @ 185 RT					771.72	7

DATE 07 08 87 PG. 03 C09931		TOTAL CONTRACT ITEMS	
	3951.47	FORCE ACCOUNT	
ENGINEER OR AUDITOR			

AYMENT VOUCHER

COUNTY

CONTRACT NO. C09931

ESTIMATE NO. 12

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
				"N" - 145,147.97		
G. 04 C09931			TOTAL CONTRACT ITEMS	3676770.21	3676602.74	167.47
			FORCE ACCOUNT	6471.08	6471.08	
				3,683,241.29		

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. C09931

ESTIMATE NO. 12

FEDERAL AID PROJECT NO.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AM
					"N" - 145,147.97	

DATE 07 08 87 PG. 04 C09931	TOTAL CONTRACT ITEMS	3676770.21	36766
	FORCE ACCOUNT	6471.08	6471
ENGINEER OR AUDITOR		3,683,241.29	

7231 **OREGON STATE HIGHWAY DIVISION** 07/09/87 **PROGRESS EST**

SECTION SUTTLE LAKE-SISTERS
HIGHWAY SANTIAM
COUNTY DESCHUTES JEFFERSON
TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION	EXTENSION	APPROV
A) 230 CWD		
B)		
C)		

CONTRACTOR KIEWIT PACIFIC CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
00001	DALE ALLEN REGN ENGR						
00002	JERRY C THACKERY PROJECT MANAGER						
001	MOBILIZATION	LUMP SUM	1480000000	97000	1435600	97000	1435600
001	MOBILIZATION	LUMP SUM	1480000000	3000	44400	3000	44400
	ITEM TOTAL	001		100000	1480000	100000	1480000
002	TEMP PROTECTION AND DIR OF TRAFF	LUMP SUM	350000000	98000	343000	98000	343000
002	TEMP PROTECTION AND DIR OF TRAFF	LUMP SUM	350000000	2000	7000	2000	7000
	ITEM TOTAL	002		100000	350000	100000	350000
003	TEMPORARY SIGNS	SQ FT	80000	1164000	93120	2124100	169928
003	TEMPORARY SIGNS	SQ FT	80000	33000	2640	33000	2640
	ITEM TOTAL	003		1197000	95760	2157100	172568
004	TEMPORARY BARRICADES	EACH	1000000	4000	4000	4000	4000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
		230 CWD

CONTRACT NO. C09931
F.A.P. -- FHES0213014
- FHES0213014
E.A. C09931
AWARDED 00 00 80
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

T PACIFIC CO.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						11		
97000	14356000	97000	14356000			11		
3000	444000	3000	444000			21		
100000	14800000	100000	14800000					
98000	3430000	98000	3430000			11		
2000	70000	2000	70000			21		
100000	3500000	100000	3500000					
2124100	1699280	2124100	1699280			11		
33000	26400	33000	26400			21		
2157100	1725680	2157100	1725680					
4000	40000	4000	40000			11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTIM**

SECTION SUTTLE LAKE-SISTERS
HIGHWAY SANTIAM
COUNTY DESCHUTES JEFFERSON
TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION | EXTENSION | APPROVED
A) 230 CWD
B)
C)

CONTRACTOR KIEWIT PACIFIC CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
004	TEMPORARY BARRICADES	EACH	1000000	1000	10000	1000	10000
	ITEM TOTAL	004		5000	50000	5000	50000
005	TEMPORARY TRAFFIC SAFETY MARKERS	EACH	500000	65000	325000	65000	325000
005	TEMPORARY TRAFFIC SAFETY MARKERS	EACH	500000	1000	5000	1000	5000
	ITEM TOTAL	005		66000	330000	66000	330000
006	FLAGGERS PA 15	HOUR	120000	4420000	5304000	5203500	6244200
006	FLAGGERS PA 15	HOUR	120000	80000	96000	80000	96000
	ITEM TOTAL	006		4500000	5400000	5283500	6340200
007	PILOT CAR PA 15	HOUR	250000	982000	2455000	926000	2315000
007	PILOT CAR PA 15	HOUR	250000	18000	45000	18000	45000
	ITEM TOTAL	007		1000000	2500000	944000	2360000
00799	ROADWORK						
008	CLEARING AND GRUBBING	LUMP SUM	250000000	97000	2425000	97000	2425000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM 81-734-3498 REV. 8-85

XTENSION	APPROVED	USED
		230 CWD

CONTRACT NO. C09931
F.A.P. FHES0213014
FHES0213014
E.A. C09931
AWARDED 00 00 80
ESTIMATE NO. 012
FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

PACIFIC CO.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
1000	10000	1000	10000			21		
5000	50000	5000	50000					
65000	325000	65000	325000			11		
1000	5000	1000	5000			21		
66000	330000	66000	330000					
5203500	6244200	5203500	6244200			11		
80000	96000	80000	96000			21		
5283500	6340200	5283500	6340200					
926000	2315000	926000	2315000			11		
18000	45000	18000	45000			21		
944000	2360000	944000	2360000					
						11		
97000	2425000	97000	2425000			11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTIM**

SECTION SUTTLE LAKE-SISTERS

HIGHWAY SANTIAM

COUNTY DESCHUTES JEFFERSON

TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A) 230 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR KIEWIT PACIFIC CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
008	CLEARING AND GRUBBING	LUMP SUM	250000000	3000	75000	3000	75000
	ITEM TOTAL	008		100000	2500000	100000	2500000
009	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	20000000	100000	200000	100000	200000
010	GENERAL EXCAVATION	CU YD	30000	34973000	10491900	39704700	11911410
010	GENERAL EXCAVATION		30000	8304000	2491200	9493500	2848050
	ITEM TOTAL	010		43277000	12983100	49198200	14759460
011	TRENCH EXCAVATION	CU YD	200000	24000	48000	201920	403840
011	TRENCH EXCAVATION	CU YD	200000	30000	60000	30460	60920
	ITEM TOTAL	011		54000	108000	232380	464760
012	FINISHING ROADBED AND SLOPES	LUMP SUM	50000000	97000	485000	97000	485000
012	FINISHING ROADBED AND SLOPES	LUMP SUM	50000000	3000	15000	3000	15000
	ITEM TOTAL	012		100000	500000	100000	500000
013	WATERING	M-GAL	100000	1065000	1065000	1381500	1381500

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
		230 CWD

CONTRACT NO. C09931
F.A.P. FHES0213014
FHES0213014
E.A. C09931
AWARDED 00 00 80
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

PACIFIC CO.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
3000	75000	3000	75000			21		
100000	2500000	100000	2500000					
100000	200000	100000	200000			11		
39704700	11911410	39704700	11911410			11		
9493500	2848050	9493500	2848050			81		
49198200	14759460	49198200	14759460					
201920	403840	201920	403840			11		
30460	60920	30460	60920			21		
232380	464760	232380	464760					
97000	485000	97000	485000			11		
3000	15000	3000	15000			21		
100000	500000	100000	500000					
1381500	1381500	1381500	1381500			11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTIMA**

SECTION SUTTLE LAKE-SISTERS
HIGHWAY SANTIAM
COUNTY DESCHUTES JEFFERSON
TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A) 230 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR KIEWIT PACIFIC CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
013	WATERING	M-GAL	100000	24000	24000	24000	24000
013	WATERING	M-GAL	100000	215000	215000	215000	215000
	ITEM TOTAL	013		1304000	1304000	1620500	1620500
014	1"-0 AGGREGATE BASE	TON	60000	62080000	37248000	66960240	40176144
014	1"-0 AGGREGATE BASE	TON	60000	2345000	1407000	2523510	1514106
014	1"-0 AGGREGATE BASE	TON	60000	12650000	7590000	13612970	8167782
	ITEM TOTAL	014		77075000	46245000	83096720	49858032
015	CLASS C ASPH CONC MIX PA 4	TON	110000	59844000	65828400	74934480	82427928
015	CLASS C ASPH CONC MIXTURE PA 4	TON	110000	1411000	1552100	1766800	1943480
015	CLASS C ASPH CONC MIXTURE PA 4	TON	110000	8000000	8800000	10017310	11019041
	ITEM TOTAL	015		69255000	76180500	86718590	95390449
016	CL C ASPH CONC MIX IN LEVEL PA 4	TON	130000	14201000	18461300	14392510	18710263
016	CL C ASPH CONC MIX IN LEVEL PA 4	TON	130000	233000	302900	237000	308100
	ITEM TOTAL	016		14434000	18764200	14629510	19018363
017	CL E ASPH CONCR MIX PA 4	TON	130000	10074000	13096200		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 04

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
		230 CWD

CONTRACT NO. C09931
F.A.P. FHES0213014
FHES0213014
E.A. C09931
AWARDED 00 00 80
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

T PACIFIC CO.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
24000	24000	24000	24000			21		
215000	215000	215000	215000			81		
1620500	1620500	1620500	1620500					
66960240	40176144	66960240	40176144			11		
2523510	1514106	2523510	1514106			21		
13612970	8167782	13612970	8167782			81		
83096720	49858032	83096720	49858032					
74934480	82427928	74934480	82427928			11		
1766800	1943480	1766800	1943480			21		
10017310	11019041	10017310	11019041			81		
86718590	95390449	86718590	95390449					
14392510	18710263	14392510	18710263			11		
237000	308100	237000	308100			21		
14629510	19018363	14629510	19018363					
						11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTIM**

SECTION SUTTLE LAKE-SISTERS

HIGHWAY SANTIAM

COUNTY DESCHUTES JEFFERSON

TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A) 230 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR KIEWIT PACIFIC CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
017	CL E ASPH CONCR MIX PA 4	TON	130000	265000	344500		
017	CL E ASPH CONCR MIX PA 4	TON	130000	1000000	1300000		
	ITEM TOTAL	017		11339000	14740700		
018	ASPHALT CEMENT IN MIXTURE PA 4	TON	1800000	5045000	90810000	5648140	101666520
018	ASPHALT CEMENT IN MIXTURE PA 4	TON	1800000	115000	2070000	128760	2317680
018	ASPHALT CEMENT IN MIXTURE PA 4	TON	1800000	540000	9720000	604590	10882620
	ITEM TOTAL	018		5700000	102600000	6381490	114866820
019	HYDRATED LIME IN MIXTURE PA 4	TON	1000000	1117000	11170000	965380	9653800
019	HYDRATED LIME IN MIXTURE PA 4	TON	1000000	23000	230000	20750	207500
	ITEM TOTAL	019		1140000	11400000	986130	9861300
020	EMULS ASPHALT IN SEAL COAT PA 4	TON	2000000	201000	4020000		
020	EMULS ASPHALT IN SEAL COAT PA 4	TON	2000000	5000	100000		
020	EMULS ASPHALT IN SEAL COAT PA 4	TON	2000000	39000	780000		
	ITEM TOTAL	020		245000	4900000		
021	AGGREGATE IN SEAL COAT PA 4	TON	150000	1250000	1875000		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 05

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
		230 CWD

CONTRACT NO. C09931

F.A.P. FHES0213014

FHES0213014

E.A. C09931

AWARDED 00 00 80

ESTIMATE NO. 012

FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

PACIFIC CO.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						21		
						81		
5648140	101666520	5648140	101666520			11		
128760	2317680	128760	2317680			21		
604590	10882620	604590	10882620			81		
6381490	114866820	6381490	114866820					
965380	9653800	965380	9653800			11		
20750	207500	20750	207500			21		
986130	9861300	986130	9861300					
						11		
						21		
						81		
						11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTIM**

SECTION SUTTLE LAKE-SISTERS

HIGHWAY SANTIAM

COUNTY DESCHUTES JEFFERSON

TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION	EXTENSION	APPROVED
A) 230 CWD		
B)		
C)		

CONTRACTOR KIEWIT PACIFIC CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
021	AGGREGATE IN SEAL COAT PA 4	TON	150000	30000	45000		
021	AGGREGATE IN SEAL COAT PA 4	TON	150000	110000	165000		
	ITEM TOTAL	021		1390000	2085000		
022	ASPHALT IN TACK COAT PA 4	TON	2000000	315000	6300000	135130	2702600
022	ASPHALT IN TACK COAT PA 4	TON	2000000	7000	140000	3000	60000
022	ASPHALT IN TACK COAT PA 4	TON	2000000	18000	360000	7720	154400
	ITEM TOTAL	022		340000	6800000	145850	2917000
023	18-INCH CULVERT PIPE	LIN FT	130000	40000	52000	886000	1151800
023	18-INCH CULVERT PIPE	LIN FT	130000	94000	122200	136000	176800
	ITEM TOTAL	023		134000	174200	1022000	1328600
024	24-INCH CULVERT PIPE	LIN FT	220000	198000	435600	198000	435600
025	30-INCH CULVERT PIPE	LIN FT	250000	16000	40000	16000	40000
026	EXTRA FOR PIPE UNDER PAVEMENT	LIN FT	200000	30000	60000	343000	686000
027	GUARD RAIL TYPE 2A	LIN FT	90000	550000	495000	550000	495000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 06

FORM 81-734-3498 REV. 8-85

ENSION	APPROVED	USED
		230 CWD

CONTRACT NO. C09931
F.A.P. FHES0213014
FHES0213014
E.A. C09931
AWARDED 00 00 80
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

ACIFIC CO.

ORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
ANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						21		
						81		
135130	2702600	135130	2702600			11		
3000	60000	3000	60000			21		
7720	154400	7720	154400			81		
145850	2917000	145850	2917000					
886000	1151800	886000	1151800			11		
136000	176800	136000	176800			21		
1022000	1328600	1022000	1328600					
198000	435600	198000	435600			11		
16000	40000	16000	40000			11		
343000	686000	343000	686000			21		
550000	495000	550000	495000			11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTI**

SECTION SUTTLE LAKE-SISTERS
HIGHWAY SANTIAM
COUNTY DESCHUTES JEFFERSON
TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION	EXTENSION	APPROVE
A) 230 CWD		
B)		
C)		

CONTRACTOR KIEWIT PACIFIC CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
028	GUARD RAIL TYPE 3	LIN FT	190000	100000	190000	100000	190000
029	GUARD RAIL ANCHORS TYPE 1	EACH	1500000	8000	120000	8000	120000
030	RAIL END PIECES	EACH	700000	8000	56000	8000	56000
031	BRIDGE CONNECTIONS	EACH	2000000	4000	80000	4000	80000
032	EXTRA FOR ASPHALT APPROACHES	EACH	1000000	23000	230000	27000	270000
032	EXTRA FOR ASPHALT APPROACHES	EACH	1000000	1000	10000	1000	10000
	ITEM TOTAL	032		24000	240000	28000	280000
033	DELINEATORS TYPE 1 PA 16	EACH	200000	317000	634000	620000	1240000
033	DELINEATORS TYPE 1 PA 16	EACH	200000	33000	66000	60000	120000
	ITEM TOTAL	033		350000	700000	680000	1360000
034	SEEDING FERTILIZING & MULCHING PA14	ACRE	10000000	3900	390000		

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 07

FORM 81-734-3498 REV. 8-85

XTENSION	APPROVED	USED
		230 CWD

CONTRACT NO. C09931

F.A.P. FHES0213014

FHES0213014

E.A. C09931

AWARDED 00 00 80

ESTIMATE NO. 012

FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

PACIFIC CO.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	190000	100000	190000			11		
8000	120000	8000	120000			11		
8000	56000	8000	56000			11		
4000	80000	4000	80000			11		
27000	270000	27000	270000			11		
1000	10000	1000	10000			21		
28000	260000	28000	280000					
620000	1240000	620000	1240000			11		
60000	120000	60000	120000			21		
680000	1360000	680000	1360000					
						11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTI**

SECTION	SUTTLE LAKE-SISTERS	SPECIFIED COMPLETION	EXTENSION	APPROVE
HIGHWAY	SANTIAM	A) 230 CWD		
COUNTY	DESCHUTES JEFFERSON	B)		
		C)		
TYPE WORK	GRADING & PAVING	CONTRACTOR	KIEWIT PACIFIC CO.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
034	SEEDING FERTILIZING AND MULCHING	ACRE	10000000	100	10000		
	ITEM TOTAL	034		4000	400000		
	TOTALS FOR ORIG. CONTRACT				331838900		346133764
	PRICE AGREEMENTS						
3001A	ON-THE-JOB TRAINING 94004	HOUR	8000			605500	48440
3002A	NUCLEAR GAUGE TEST METHOD						
3003A	USE OF 12V FLASHER						
3004A	ADJ PAVE BI'S 15 THRU 22						
3005A	3/8" #10 MATL IN STOCKPILE	CU YD	132500			3315970	4393660
3006A	A C STAT SPEC						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 08

FORM 81-734-3498 REV. 8-85

TENSION	APPROVED	USED
		230 CWD

CONTRACT NO. C09931
F.A.P. FHES0213014
FHES0213014
E.A. C09931
AWARDED 00 00 80
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE
OF COMPLETION:

PACIFIC CO.

ORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						21		
	346133764		346133764					
605500	48440	605500	48440			11		
						11		
						11		
						11		
3315970	4393660	3315970	4393660			10		
						11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTI**

SECTION SUTTLE LAKE-SISTERS

HIGHWAY SANTIAM

COUNTY DESCHUTES JEFFERSON

TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A) 230 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR KIEWIT PACIFIC CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
3007A	MODIFY SPECIAL PROV FOR A C						
3009A	PAYMENT COMPUTATION FOR BI 15 & 16						
3010A	TEMP PROT & DIV OF TRAFFIC MOD BI3						
3011A	CR FOR CHANGING STOCKPILE	LUMP SUM	-50000000			100000	-500000
3012A	CHANGE COMPACTION SPEC BI 15						
3013A	PURCH EXCESS 1/4-10 AGGR IN STOCKPILE	TON	62500			10481090	6550681
3014A	DELETE BI 34 SEED & MULCHING						
3015A	INCR BI 6&7 FLAGGER & PILOT CAR						
3016A	INCR DELINEATOR QTY @ BID PR BI 33						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 09

FORM 81-734-3498 REV. 8-85

EXTENSION

APPROVED

USED
230 CWD

CONTRACT NO. C09931
F.A.P. FHES0213014
FHES0213014
E.A. C09931
AWARDED 00 00 80
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE
OF COMPLETION:

PACIFIC CO.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						11		
						11		
100000	-500000	100000	-500000			11		
						11		
10481090	6550681	10481090	6550681			10		
						11		
						11		
						11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTIM**

SECTION SUTTLE LAKE-SISTERS
HIGHWAY SANTIAM
COUNTY DESCHUTES JEFFERSON
TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION	EXTENSION	APPROVED
A) 230 CWD		
B)		
C)		

CONTRACTOR KIEWIT PACIFIC CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
3017A	PURCHASE EXCESS AGG MATL	TON	40000			3366710	1346684
3018A	SCREENING ERROR CLAIM	LUMP SUM	346700000			90000	3120300
3018A	SCREENING ERROR CLAIM	LUMP SUM	346700000			10000	346700
	ITEM TOTAL	3018A				100000	3467000
3018B	LOST LIME CLAIM	LUMP SUM	6310000			90000	56790
3018B	LOST LIME CLAIM	LUMP SUM	6310000			10000	6310
	ITEM TOTAL	3018B				100000	63100
3019A	PURCH 1/2"-1/4" AGG IN STOCKPILE	CU YD	41000			2454282	1006256
3019A	PURCH 1/2"-1/4" AGG IN STOCKPILE	CU YD	41000			272698	111806
	ITEM TOTAL	3019A				2726980	1118062
3019B	PURCH 1/4"-#10 AGG IN STOCKPILE	CU YD	41000			2030112	832346
3019B	PURCH 1/4"-#10 AGG IN STOCKPILE	CU YD	41000			225568	92483
	ITEM TOTAL	3019B				2255680	924829
	SUB-TOTAL P. A.						17412456
	ADJUSTMENTS						
6001	ASPHALT ESCALATION JULY	LUMP SUM	329352300			100000	3293523

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 10

FORM 81-734-3498 REV. 8-85

TENSION	APPROVED	USED
		230 CWD

CONTRACT NO. C09931
F.A.P. FHES0213014
FHES0213014
E.A. C09931
AWARDED 00 00 80
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

PACIFIC CO.

ORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
3366710	1346684	3366710	1346684			10		
90000	3120300	90000	3120300			11		
10000	346700	10000	346700			21		
100000	3467000	100000	3467000					
90000	56790	90000	56790			10		
10000	6310	10000	6310			20		
100000	63100	100000	63100					
2454282	1006256	2454282	1006256			10		
272698	111806	272698	111806			20		
2726980	1118062	2726980	1118062					
2030112	832346	2030112	832346			10		
225568	92483	225568	92483			20		
2255680	924829	2255680	924829					
	17412456		17412456					
100000	3293523	100000	3293523			11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTIM**

SECTION SUTTLE LAKE-SISTERS
HIGHWAY SANTIAM
COUNTY DESCHUTES JEFFERSON
TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION
A) 230 CWD
B)
C)

EXTENSION

APPROVED

CONTRACTOR KIEWIT PACIFIC CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
6002A	ASPHALT ESCALATION AUGUST	LUMP SUM	214180200			100000	2141802
6002B	ASPHALT ESCALATION AUGUST	LUMP SUM	4320000			100000	43200
6002C	ASPHALT ESCALATION AUGUST	LUMP SUM	22140000			100000	221400
6003A	ASPHALT ESCALATION SEPT	LUMP SUM	14622700			100000	146227
6003B	ASPHALT ESCALATION SEPT	LUMP SUM	498500			100000	4985
6003C	ASPHALT ESCALATION SEPT	LUMP SUM	1495500			100000	14955
6004B	PRICE ADJ AC MIXTURE	DOLLAR	-10000			11170280	-1117028
6005A	PRICE ADJ FOR MAT'L SOURCE 9-90-4	CU YD	-0500			125355490	-626777
6006A	ASPHALT ESCALATION ADJ ON S F	LUMP SUM	874800			88000	7698

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 11

FORM 81-734-3498 REV. 8-85

SION	APPROVED	USED
		230 CWD

CONTRACT NO. C09931
F.A.P. FHES0213014
FHES0213014
E.A. C09931
AWARDED 00 00 80
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

IFIC CO.

RECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
NTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	2141802	100000	2141802			11		
100000	43200	100000	43200			21		
100000	221400	100000	221400			81		
100000	146227	100000	146227			11		
100000	4985	100000	4985			21		
100000	14955	100000	14955			81		
1170280	-1117028	11170280	-1117028			11		
5355490	-626777	125355490	-626777			11		
88000	7698	88000	7698			11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTIM**

SECTION SUTTLE LAKE-SISTERS
HIGHWAY SANTIAM
COUNTY DESCHUTES JEFFERSON
TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION	EXTENSION	APPROVED
A) 230 CWD		
B)		
C)		

CONTRACTOR KIEWIT PACIFIC CO.

ITEM	ITEM NAME		UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
NO.		UNIT		QUANTITY	AMOUNT	QUANTITY	AMOUNT
6006A	ASPHALT ESCALATION ADJ ON S F	LUMP SUM	874800			3000	262
6006A	ASPHALT ESCALATION ADJ ON S F	LUMP SUM	874800			9000	787
	ITEM TOTAL	6006A				100000	8747
6007A	ASPHALT ESCALATION ADJ ON FINAL	LUMP SUM	-23300			100000	-233
	SUB-TOTAL ADJ.						4130801
	TOTALS ALL EXCEPT F.A.						367677021
	FORCE ACCOUNTS						
801	TEMP STRIPING						529330
802	INSTALL 12' GATE						40606
803	EXTEND 18" CMP @ 185 RT						77172
	SUB-TOTAL F. A.						647108
	* TOTAL PAY COSTS				331838900		368324129
	STATE FORCE ORDERS						
92001	TEMP & PERM STRIPING 94001 & 94002						1381484

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 12

FORM 81-734-3498 REV. 8-85

XTENSION

APPROVED

USED
230 CWD

CONTRACT NO. C09931
F.A.P. FHES0213014
FHES0213014
E.A. C09931
AWARDED 00 00 80
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE
OF COMPLETION:

PACIFIC CO.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICI PATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
3000	262	3000	262			21		
9000	787	9000	787			81		
100000	8747	100000	8747					
100000	-233	100000	-233			11		
	4130801		4130801					
	367677021		367677021					
	529330		529330			11		
	40606		40606			10		
	77172		77172			10		
	647108		647108					
	368324129		368324129					
	1381484		1381484			11		

[illegible] 43,041.95 V
080 2,1[illegible].99
145,147.94 N

C81 86,101.33
081 335,240.35
0113,116,751.67
3,537,093.35 P

145,147.94 NP
3,537,093.35 P
3,683,241.29 T
[illegible]

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTI**

SECTION SUTTLE LAKE-SISTER
HIGHWAY SANTIAM
COUNTY DESCHUTES JEFFERSON
TYPE WORK GRADING & PAVING

SP..FIED COMPLETION
A) 230 CWD
B)
C)

EXTENSION

APPROVE

CONTRACTOR KIEWIT PACIFIC CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
92001	TEMP & PERM STRIPING						
	94001 & 94002						69000
	ITEM TOTAL 92001						1450484
92002	PAY USFS VALUE OF						
	TIMBER 94005						2659371
92002	PAY USFS VALUE OF						
	TIMBER 94005						69000
	ITEM TOTAL 92002						2728371
92003	SLASH DISPOSAL COSTS						
	94006						145500
92003	SLASH DISPOSAL COSTS						
	94006						4500
	ITEM TOTAL 92003						150000
92004	LOOP DETECTOR WORK						128892
92005	TOLLGATE LEFT TURN CR						-1901800
92006	PERM SIGNING						607132
92006	PERM SIGNING						72500
	ITEM TOTAL 92006						679632
92007	RECLAIM FEES FOR MAT'L						
	SOURCE #9-90-4						551565

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 13

FORM 81-734-3498 REV. 8-85

ENSION	APPROVED	USED 230 CWD	CONTRACT NO. C09931 F.A.P. FHES0213014 FHES0213014 E.A. C09931 AWARDED 00 00 80 ESTIMATE NO. 012	WORK DONE TO:	ESTIMATED DATE OF COMPLETION:

ACIFIC CO.

FINAL

RRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
ANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	69000		69000			21		
	1450484		1450484					
	2659371		2659371			11		
	69000		69000			21		
	2728371		2728371					
	145500		145500			11		
	4500		4500			21		
	150000		150000					
	128892		128892			11		
	-1901800		-1901800			11	Recoded [illegible]	
	607132		607132			11		
	72500		72500			21		
	679632		679632					
	551565		551565			11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTI**

SECTION SUTTLE LAKE-SISTERS
HIGHWAY SANTIAM
COUNTY DESCHUTES JEFFERSON
TYPE WORK GRADING & PAVING

SPECIFIED COMPLETION | EXTENSION | APPROVE
A) 230 CWD
B)
C)

CONTRACTOR KIEWIT PACIFIC CO.

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
92007	RECLAIM FEES FOR MAT'L SOURCE #9-90-4						18803
92007	RECLAIM FEES FOR MAT'L SOURCE #9-90-4						35882
	ITEM TOTAL	92007					606250
92008	AGGREGATE IN STOCKPILE						-3389575
92009	R/W MONUMENTATION						1118436
	SUB-TOTAL STATE FORCES						1570690
	ADD. ANTICIP. ITEMS						
94001	PERM PAVEMENT STRIPING SF 1				1800000		
94002	TEMP PAVEMENT STRIPING SF 1				500000		
94003	TEMPORARY EROSION CONTROL				100000		
94004	ON THE JOB TRAINING PA 1				80000		
94005	PAY USFS VALUE OF TIMBER SF 2				2300000		

PROGRESS ESTIMATE AND COST REPORT

FORM 81-734-3498 REV. 8-85

XTENSION	APPROVED	USED
		230 CWD

CONTRACT NO. C09931
F.A.P. FHES0213014
FHES0213014
E.A. C09931
AWARDED 00 00 80
ESTIMATE NO. 012
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

PACIFIC CO.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	18803		18803			21		
	35882		35882			81		
	606250		606250					
	-3389575		-3389575			10		
	1118436		1118436			10		
	1570690		1570690					
						11		
						11		
						11		
						11		
						11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTIM**

SECTION	SUTTLE LAKE-SISTERS	SPECIFIED COMPLETION	EXTENSION	APPROVED
HIGHWAY	SANTIAM	A) 230 CWD		
		B)		
COUNTY	DESCHUTES JEFFERSON	C)		
TYPE WORK	GRADING & PAVING	CONTRACTOR	KIEWIT PACIFIC CO.	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
94006	PAY USFS SLASH DISPOSAL SF 3				150000		
98999	CONTINGENCIES				15154601		
99999	ENGINEERING				26941512		28100000
	GRAND TOTALS				378865013		397994819

RESIDENT ENGINEER ------------------------------ DATE ------------ DIVISION ENGINEER -

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 15

FORM 81-734-3498 REV. 8-85

XTENSION	APPROVED	USED		
		230 CWD	CONTRACT NO. C09931 F.A.P. FHES0213014 FHES0213014 E.A. C09931 AWARDED 00 00 80 ESTIMATE NO. 012 FINAL	WORK DONE TO: ESTIMATED DATE OF COMPLETION:

PACIFIC CO.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
	28100000		28084962		15038			
	397994819		397979781		15038			

DIVISION ENGINEER ---------------------------- DATE ----------

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTI**

SECTION	SUTTLE LAKE-SISTERS	SPECIFIED COMPLETION		EXTENSION	APPROVE
HIGHWAY	SANTIAM	A)	230 CWD		
		B)			
COUNTY	DESCHUTES JEFFERSON	C)			
TYPE WORK	GRADING & PAVING	CONTRACTOR	KIEWIT PACIFIC CO.		

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT

PART CODE	EXPENDITURE AUTHORIZATION	SUBJOB	PERCENTAGE		PROJECT ID	VENDOR-N
00	C09931	000	77.57	F	2103 014	FEDERAL HIGHWAY AD
00	C09931	000	10.43	NOTAPPLICABLE		STATE OF OREGON
00	C09931	000	2.70	HES	2103 014	FEDERAL HIGHWAY AD
00	C09931	000	0.30	NOTAPPLICABLE		STATE OF OREGON
00	C09931	000	7.93	F	2103 014	FEDERAL HIGHWAY AD
00	C09931	000	1.07	NOTAPPLICABLE		STATE OF OREGON
10	C09931	010	100.00	NOTAPPLICABLE		STATE OF OREGON
11	C09931	011	88.15	F	2103 014	FEDERAL HIGHWAY AD
11	C09931	011	11.85	NOTAPPLICABLE		STATE OF OREGON
20	C09931	020	100.00	NOTAPPLICABLE		STATE OF OREGON
21	C09931	021	90.00	HES	2103 014	FEDERAL HIGHWAY AD
21	C09931	021	10.00	NOTAPPLICABLE		STATE OF OREGON
80	C09931	080	100.00	NOTAPPLICABLE		STATE OF OREGON
81	C09931	081	88.15	F	2103 014	FEDERAL HIGHWAY AD
81	C09931	081	11.85	NOTAPPLICABLE		STATE OF OREGON

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 16

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
		230 CWD

CONTRACT NO. C09931

F.A.P. FHES0213014

FHES0213014

E.A. C09931

AWARDED 00 00 80

ESTIMATE NO. 012

FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

PACIFIC CO.

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/10		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
VENDOR-NAME								
FEDERAL HIGHWAY ADMINISTRATION								
STATE OF OREGON								
FEDERAL HIGHWAY ADMINISTRATION								
STATE OF OREGON								
FEDERAL HIGHWAY ADMINISTRATION								
STATE OF OREGON								
STATE OF OREGON								
FEDERAL HIGHWAY ADMINISTRATION								
STATE OF OREGON								
STATE OF OREGON								
FEDERAL HIGHWAY ADMINISTRATION								
STATE OF OREGON								
STATE OF OREGON								
FEDERAL HIGHWAY ADMINISTRATION								
STATE OF OREGON								

9931

June 8, 1987

CON 5 - #9931

The Aetna Casualty & Surety Co.
Bond Department
Aetna Plaza
2201 6th Avenue
Seattle, WA 98121

On June 3, 1987, we wrote to you concerning release of final payment on Contract No. 9931 awarded to Kiewit Pacific Co. for work on the Suttle Lake-Sisters Section of the Santiam Highway in Jefferson & Deschutes Counties.

Final payment on this contract is $10,167.47 and the total contract amount is $3,683,241.29 including $6,471.08 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Kiewit Pacific Co.
P.O. Box 1769
Vancouver, WA 98668

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9931

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9931

TO: Commission Services

DATE: May 26, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9931, On Site Work Substantially Completed October 20, 1985
All Work Completed April 21, 1986
Project Suttle Lake-Sisters
Highway Santiam
County Jefferson and Deschutes
Type of Work Grading and Paving
Contractor Kiewit Pacific Company

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6-3-87 - Surety letter written.

RECEIVED
MAY 28 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

011 = [illegible]% ✓
021 = 3%
081 = 9%

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) David Evans and Associates

FUNCTION NO. 983 — ("SFO") ORDER NO. Supplemental #9 - [illegible]

PROJECT NAME (SECTION) Suttle Lake - Sisters

CONTRACT NO. 9931

HIGHWAY Santiam

COUNTY Deschutes/Jefferson

PREFIX C09931

F.A. PROJECT NO. F-HES-21-3

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Locate and re-establish the Right-of-Way monumentation on the Santiam Hwy. Beginning at milepost 100.35 (Cascade and Pine Streets) in Sisters, proceed northwest along the highway to milepost 87.0. Right-of-Way will be documented and monumented.

ESTIMATE OF QUANTITIES AND COSTS:

		Original	Revised Estimate
Labor	=	$14,700.00	$21,000.00
Equipment	=	1,030.00	2,000.00
Total	=	$15,730.00	$23,000.00

Effective date of authorization for work 7-21-86

EXPLANATION:

This work will be performed by a consultant, David Evans and Associates, who are currently under a consultant services contract. Consultant will monument and file are required documents with State and County.

SUBMITTED BY Jerry Thackery DATE 6 APR 87
Jerry G. Thackery
TITLE Project Manager

~~APPROVAL RECOMMENDED OR~~ APPROVED BY REGION DATE
D H Maunst 4-10-87

APPROVAL RECOMMENDED BY DATE

TITLE

NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC DATE
APR 14 1987

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate

977

11-12-86

021 = 3%
081 = 9%

HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) David Evans and Associates	("SFO") ORDER NO. ~~Supplemental~~ #9 Rev.
PROJECT NAME (SECTION) Suttle Lake - Sisters	CONTRACT NO. 9931
HIGHWAY Santiam — COUNTY Deschutes/Jefferson	ACTIVITY OR OBJECT DETAIL CODE 983 ✓
	F.A. PROJECT NO. F-HES-21-3 (14)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Locate and re-establish the Right-of-Way monumentation on the Santiam Hwy. Beginning at milepost 100.35 (Cascade and Pine Street) in Sisters, proceed northwest along the highway to milepost 87.0. Right-of-Way will be documented and monumented.

ESTIMATE OF QUANTITIES AND COSTS:

Labor	=	$14,700.00
Equipment	=	1,030.00
Total	=	$15,730.00

EXPLANATION:

This work will be performed by a consultant, David Evans and Associates, who are currently under a consultant services contract. Consultant will monument and file all required documents with State and County.

SUBMITTED BY Jerry Thackery Jerry C. Thackery TITLE Project Manager DATE 5 Nov 86	APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION DATE 11-7-86
APPROVAL RECOMMENDED BY TITLE DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC DATE NOV 12 1986

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate. DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

928

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-HES-21-3(14)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Deschutes
and Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40029

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG 8 '86
REFER TO
Potter
FOR

Info	Inves	R/D	O/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE
July 21, 1986

8. FEDERAL ROUTE NUMBER
Primary 21

9. STATE ROUTE NUMBER
Primary 16

10. GENERAL LOCATION:
Suttle Lake - Sisters Section

11. GENERAL DESCRIPTION OF WORK
Re-establishment and monumentation of Right-of-Way throughout the project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/21/86 as requested in Mr. Fredrickson's letter of 7/28/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $15,730;
Federal Funds $13,865.

14. DATE
8/6/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Order No. Change

P

011 = 88%
021 = 3%
081 = 9%

HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces		FUNCTION NO. —	("SFO") ORDER NO. 9
PROJECT NAME (SECTION) Suttle Lake-Sisters		CONTRACT NO. 9931
HIGHWAY Santiam Hwy.	COUNTY Deschutes/Jefferson	PREFIX 983
		F.A. PROJECT NO. F-HES-21-3(14)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Re-establish and monumentation of the highway Right of Way throughout the project.

ESTIMATE OF QUANTITIES AND COSTS:

Labor	$14,700.00
Equipment	1,030.00
	$15,730.00

EXPLANATION:

Right of Way monumentation is almost non-existant throughout this section.

SUBMITTED BY DATE 3 June 86 TITLE	APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION S H Mainot DATE 7-17-86
APPROVAL RECOMMENDED BY DATE TITLE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC DATE JUL 21 1986

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager Highway Accounting and to others as appropriate. DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.	T TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

865

9931. :8

021 = 3%
081 = 97.

HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces		FUNCTION NO. — ("SFO") ORDER NO. 8
PROJECT NAME (SECTION) Suttle Lake-Sisters		CONTRACT NO. 9931
HIGHWAY Santiam Hwy.	COUNTY Deschutes/Jefferson	PREFIX 983
		F.A. PROJECT NO. F-HES-21-3(14)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Re-establish and monumentation of the highway Right of Way throughout the project.

ESTIMATE OF QUANTITIES AND COSTS:

Labor	$14,700.00
Equipment	1,030.00
	$15,730.00

Effective date of authorization for work 7-21-86

EXPLANATION.

Right of Way monumentation is almost non-existant throughout this section.

SUBMITTED BY	DATE 3 June 84	APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION	DATE 7-17-86
TITLE			
APPROVAL RECOMMENDED BY	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE JUL 21 1986
TITLE			

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

865

N 010 020 = 10%

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State		FUNCTION NO. 19 ~~5000~~ — ("SFO") ORDER NO. 8
PROJECT NAME (SECTION) Suttle Lake-Sisters		CONTRACT NO. 9931
HIGHWAY Santiam	COUNTY Deschutes/Jefferson	PREFIX C09931
		F.A. PROJECT NO. F HES 21-3(14)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Aggregate in stockpile No. 5006

ESTIMATE OF QUANTITIES AND COSTS:

1/2-1/4 - 2726.0 cu. yds. at $4.10 per uc. yd. = $11,176.60

1/4-#10 - 2255.0 cu. yds. at $4.10 per cu. yd. = 9,245.50

Net Cost $20,422.10

EXPLANATION:

Material is produced and stockpiled. This is excess aggregate from an asphalt concrete-paving operation.

SUBMITTED BY Jerry Thackery Jerry Thackery, Project Manager TITLE	DATE 11 July 86	APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION	DATE 7-14-86
APPROVAL RECOMMENDED BY TITLE	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE 7-15-86

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate. DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.	TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate. 863

734-1105 (Rev. 7-84)

9731

April 9, 1986

ENV 3

Keith D. Skelton
Attorney at Law
2207 N.E. Broadway
Portland, OR 97232

Thank you for your letter of March 24 regarding the Oregon Department of Transportation's use last summer of a Forest Service materials source near Black Butte Ranch.

I regret that the paving project caused you problems. The materials source used appeared to be the best one available at the time. It was also approved and worked under requirements then in force.

We do not have any plans to use that site again in the foreseeable future. I am distributing your letter to all of our offices which may be in a position to consider future use of the site. They will then be aware of your concerns and be able to evaluate any proposed use accordingly.

Fred D. Miller
Director

bc L. W. Rulien
Cam Gilmour
Bill Anhorn
Dale Allen
Jack Sollis

EE:jmt fn

The Law Corner

Keith D. Skelton, P.C.
Attorney at Law

2207 N.E. Broadway • Portland, Oregon 97232
Telephone: (503) 287-9002

RECEIVED
MAR 26 1986
LEGAL

R. IVED
DOT DIRECTOR
MAR 25 '86
REFER TO
Sollis
FOR

Info		R/D	D/R	Sign	Act	File
		✓				

cy- Rulien

March 24, 1986

Fred D. Miller, Director
Department of Transportation
135 Transportation Bldg.
Salem, Oregon 97310

Dear Fred:

You may recall that last year the Oregon Department of Transportation embarked upon paving a section of road from Sisters, Oregon to Suttle Lake, utilizing gravel from a gravel pit located on United States Forest Service land. That land is adjacent to Black Butte Ranch, where I own property. My property is located on Fiddleneck Lane, which is the road closest to U.S. Forest Service property and only a short distance from the gravel pit.

The operation of the gravel pit, under unfettered contract with the road builder, led to copious quantities of smoke, odor, noise, dust, and other inconveniences being afflicted upon the residents of Black Butte Ranch.

I need not tell you that Black Butte Ranch is one of the real recreational plums of Central Oregon and the people of Central Oregon are happy to have it. The operation of this gravel pit, however, threatens the property values of the Ranch and the continued marketability of property there.

The activities at the gravel pit were under taken by both the Department of Transportation and the United States Forest Service without the filing of an Environmental Impact Statement. I'm sure that at this time both organizations realize that such an Impact Statement should have been filed because of the unprecedented volume of activity, so close to a residential area. In spite of that, however, the Deschutes National Forest in an amended management plan was determined to offer gravel in this area for use of the governmental agencies. This would include, of course, the State Highway Department and local city and county highway departments.

Among others, I have determined that I cannot permit this activity to continue. It is threatening my property value and the property value of other persons. Realtors who are acquainted with the property values in Black Butte tell me that the values have diminished as a result of the activities of the pit, and that since they are required to notify potential property owners of the possible activities of the pit, it has a chilling effect upon the sale of property at the Ranch.

Under the circumstances therefore, I must regretfully advise you (and copies of this letter are going to other governmental agencies which might use the gravel from the pit) that should any agency contemplate use of the pit which will create conditions similar to those of last summer, that contract will be challenged in court by a suit for nuisance and by a contention that the environmental aspects of the operation of the pit have completely ignored the interests of the persons at Black Butte Ranch.

While this letter is being written in behalf of myself and my wife alone, I'm sure that in the event that should litigation be necessary, a class action proceeding would be brought.

I merely want you to be aware of this so that in event such contract is anticipated, you should include with it litigation costs!

Sincerely yours,

KEITH D. SKELTON

KDS:erg
cc: Sisters City Mayor
County Commissioners, Jefferson County
County Commissioners, Deschutes County
Leonard Farr

③

OREGON STATE HIGHWAY DIVISION

REQUEST FOR WARRANT

Payable to: Forest Service, USDA
Unit Collection Officer,
1645 Hwy. 20 East (NE Forbes Rd)
Bend, OR 97701

Project No.: F-HES-21-3(4)

Hwy. Agr. No.:

Contract No.: 9931

Project: Suttle Lake - Sisters

Estimate No.: 1 FINAL

Period Covered: 4/1/85 - 10/15/85

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
2/24/86	Restoration charges for excavation	6,250.00		6,250.00
	from Black Butte Gravel			
	Pit - Mineral Materials Permit,			
	7/20/84			
	Totals			
	Retained ___%			
	Total Payments	6 250.00		6250.00

Approved by:

Prepared by: Rosalyn Wickham

Common Data Elements **10466**

Doc. No. RW

0,3,2,7,8,6
Month Day Year

Agency 02 Vendor #0000341554 Suf. 00 Ref. Doc./Suf. ________ Check No. ________

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	Ref. Code	RPI
01	223	C09931	010	8027	322			2/24/86	5500.00		SFO#7	
02	✓	✓	020	✓	✓			2/24/86-A	187.50		SFO#7	
03	✓	✓	080	✓	✓			2/24/86-B	562.50		SFO#7	
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

9931

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Suttle Lake - Sisters	WEEK ENDING February 22, 1986	SECTION PREFIX C09931
HIGHWAY Santiam	COUNTY Jefferson & Deschutes	
NAME OF JOB Suttle Lake - Sisters	KIND OF WORK Grading and Paving	
CONTRACTOR Kiewit Pacific Company	CONTRACT NUMBER 9931	FEDERAL AID PROJECT NUMBER F HES-21-3(14)
DATE OF CONTRACT November 26, 1984	DATE WORK STARTED March 11, 1985	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 230	WORK DAYS USED CALENDAR DAYS USED 230
PROJECT AUTHORIZATION: $ 3,788,650 13	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 3,519,235 01	ENGINEERING AUTHORIZATION $ 269,415 12	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 3,643,251 09	ENGINEERING COST TO DATE $ 262,000 00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 4 %	PERCENT OF AUTHORIZATION 98 %	DATE PROJECT WAS COMPLETED: October 20, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	13.19	13.19			13.19
MILES PARTIALLY COMPLETED					
MILES COMPLETED	13.19	13.19			13.19
TOTAL ESTIMATED QUANTITIES (CONTRACT)	43277 CY	77075 TN			95028 TN
TOTAL QUANTITIES CORRECTED TO DATE	50630 CY	82942 TN			101348 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	50630 CY	82942 TN			101348 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16	Cldy - Cold	0		
MONDAY 17	Cldy - Cool	0		
TUESDAY 18	Cldy - Cool	0		
WEDNESDAY 19	Cldy - Cool	0		
THURSDAY 20	Cldy - Cool	0		
FRIDAY 21	Cldy - Cool	0		
SATURDAY 22	Cldy - Cool	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

16 SUNDAY	No activity.
17 MONDAY	No activity.
18 TUESDAY	No activity.
19 WEDNESDAY	No activity.
20 THURSDAY	No activity.
21 FRIDAY	No activity.
22 SATURDAY	No activity.

REMARKS

This Week: Semifinal data sumittied through Region 4 on February 21, 1986. Items not yet submitted are the narrative report, third notification, and project photo's.

```
*****************************
*                           *
*   F I N A L   R E P O R T *
*                           *
*****************************
```

SIGNED Henry R. Christian LOCATION The Dalles
for Daniel Olson, Ass't. Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

OREGON STATE HIGHWAY DIVISION

CERTIFICATION OF FORCE ORDER COMPLETION

PROJECT Suttle Lake-Sisters

STATE/COUNTY/CITY FORCE ORDER NO. 1

HIGHWAY Santiam

CONTRACT NO. C09931/011

COUNTY Jefferson & Deschutes

F.A. NO. F-HES-21-3 (14)

DESCRIPTION OF WORK Striping

PREFIX: C09931/011

DATE WORK STARTED 7-19-85

DATE WORK COMPLETED 9-23-85

I hereby certify that all work under the above order was performed as authorized.

Date 1-7-86

Ernest W. Reynolds
SIGNATURE

T-L-M-S.
TITLE

cc: Traffic
Program Management
Contract Payments
Region ___ Engineer

/

1P

ORDER FOR FORCE WORK

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces CONTRACT No. 9931
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Suttle Lake-Sisters DATE November 30, 1984

HIGHWAY Santiam FAP No. F-HES-21-3(14)

COUNTY Jefferson & Deschutes PREFIX 9-1041 FUNCTION 270-01

DESCRIPTION OF WORK TO BE DONE:

Permanent & Temporary Pavement Striping

Copy to ~~Robertson~~
Holcomb
Reynolds
Nelson
12-17-84

LOCATION BY STATION NUMBERS:

Throughout the PROJECT

ESTIMATE OF QUANTITIES & COSTS:

Labor, Materials, & Equipment $23,000.00

EXPLANATION:

Anticipated item; (has FHWA approval)

RQA RE RCE RAS FAC
RTS RECEIVED GEO
RUS DEC 13 1984 RDS
RSO REGION 4 RBI
ASSIGNED

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $
Present estimate of costs including work under this Force Order . . . . $
Estimated Overrun Underrun Amount . . . . . $
Estimated Overrun Underrun Percent

SUBMITTED BY: for
TITLE: Wil Robertson, Project Manager

APPROVAL RECOMMENDED:

APPROVAL RECOMMENDED:
TITLE:
12-14 mr

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 12-4-84
Construction ~~or Traffic~~ Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

623

9931

8

1-6-86

081

020 ~~021~~ = 3%

080 ~~081~~ = 9%

HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces		FUNCTION NO. ("SFO") ORDER NO. 322 — 07
PROJECT NAME (SECTION) Suttle Lake - Sisters		CONTRACT NO. 9931
HIGHWAY Santiam	COUNTY Deschutes & Jefferson	PREFIX C09931
		F.A. PROJECT NO. F-HES-21-3(14)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Payment of reclamation fees for material source as per Forest Service Permit.

ESTIMATE OF QUANTITIES AND COSTS:

125,000 Cu. Yds. at $0.05 = $6,250.00

EXPLANATION:

As per requirements of use permit issued by the Forest Service.

See attachment "A" and "B".

SUBMITTED BY Jerry C. Thackery TITLE Project Manager	DATE 23 DEC 85	APPROVAL RECOMMENDED OR APPROVED BY REGION	DATE 1-2-86
APPROVAL RECOMMENDED BY TITLE	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE 1-6-86

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate. DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.	TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

(T) 774

734-1105 (Rev. 7-84)

9731

gr

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-21-3(14)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jefferson & Deschutes

3. FROM
Dale E. Wilken
Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40029

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/28/85	Primary 21	Primary 16

10. GENERAL LOCATION:
Suttle Lake - Sisters Section

11. GENERAL DESCRIPTION OF WORK
Furnish and Install Permanent Signing.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/28/85 as requested in Mr. Fredrickson's letter of 12/11/85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $2,500; Federal Funds $2,203.

RECEIVED
STAT HWY ENGR
DEC 26 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
12/24

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/23/85	D.J. Christianson	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

gr

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	1. FEDERAL-AID PROJECT NO. F-HES-21-3(14) 2. STATE PROJECT NO. See Below

3. FROM Dale E. Wilken Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 40029	2A. COUNTY NAME Jefferson & Deschutes

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
HWY ENGR
DEC 20 '85
REFER TO Potter
From
Info | Inves | R/AD | D/K | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/12/85	Primary 21	Primary 16

10. GENERAL LOCATION:

Suttle Lake - Sisters Section

11. GENERAL DESCRIPTION OF WORK

Replace Detection Loops

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/12/85 as requested in Mr. Fredrickson's letter of 12/13/85 as being cost effective for the use of State forces to porceed with the above work. State Force Order No. 4 is approved for a TEC of $3,000; Federal Funds $2,644.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
12/18/85	G. K. Hossner	For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (R[illegible]en) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STAT HWY ENGR
DEC 9 '85
REFER TO Fredrickson
FOR
Info | Ques | R/D | D/R | Sign | Act | File

REGION NO. 10	REPORT NO. 4	COUNTY Jefferson & Deschutes	DIVISION Oregon
IN COMPANY WITH Unaccompanied. Discussed with J. Thackery, Project Manager and S. MacNab, Region 4 Operations Engineer; OSHD			
DATE OF INSPECTION 10-28-85 & 11-12-85	INSPECTION MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-HES-21-3(14)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

C.J. 12/10

NOTED
W. E. SCHWARTZ

SUTTLE LAKE - SISTERS SECTION
SANTIAM HIGHWAY
Grading & Paving

This project provided for a 13.31 mile overlay of the existing highway along with shoulder widening between Black Butte and Sisters. A climbing/passing lane was also constructed in the westerly portion of the project.

The project work is now complete and acceptance is recommended. The completed project looks very good, rides smooth, and is a credit to those who worked on the project.

There are no formal claims on the project. The contractor, however, has given written notice of intent to claim on one item and has given a verbal notice on another. The first item regards the process control testing for the base aggregates. Some elements of this matter are included in Inspection Report No. 1. The second notice involves payment for lime in the lime treated aggregates left on hand after the completion of the project. Both items are currently under review by the Highway Division.

The disposition of approximately 5,000 cubic yards of 1/2" - 1/4" and 1/4" - #10 paving has yet to be resolved.

The final project cost should underrun the project authorization by approximately 4 percent.

- DBC -

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

PROJ MANAGEMENT

ROJECT INSPECTION REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☐

Final ☒

Project Name: Suttle Lake--Sisters

Contract No.: 9931

Highway: Santiam

County: Deschutes & Jefferson

Prefix No.: 9-1041

Contract Time Elapsed: 100 %

Contract Work Completed: 100 %

Contract Work Quality: Satisfactory

Contract Work Progress: Satisfactory

F.A. Project No.: F-HES-21-3(14)

Inspection date: October 27, 1985

By: Stephen H. Macnab

In company with: Jerry Thackery and Dan Olson

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

All required work on this project has been completed, including any required corrective actions. Forest Service Pit Reclamation has been completed and accepted by the Forest Service.

The Contractor is to be commended for the excellent work that he did on this project. The paving was exceptionally well done, despite the initial problems with the mix and compaction. In addition, the Contractor designed an innovative method for lime treating the aggregates which will provide a good blueprint for future projects.

No formal claims have been presented at this time by the Contractor; however, he has given written notice of one claim and verbal notice of a second. The first pertains to the acceptance testing for base aggregate and involves a dispute over the reliability of testing equipment. The second claim pertains to the lime treatment of aggregate materials left on hand. The Project Manager has verbally notified the Contractor that the State will not pay for lime used to treat materials not incorporated into the project.

Yet to be resolved is the disposition of approximately 5,000 cubic yards of ½"-¼" and ¼"-#10 paving aggregate left in the pit. The US Forest Service indicated earlier to the Contractor that they would be interested in buying that material. However, their ability to do so will not be known until early next year. The Project Manager has indicated to

(USE ADDITIONAL SHEETS AS REQUIRED)

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 31 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

FINAL INSPECTION CHECKLIST

October 19, 1985	Date opened to traffic or in operation
October 20, 1985	Date of Second Notification
October 22, 1985	Date Contractor's notice for semi-final inspection received
October 20, 1985	Date Contractor removed equipment, plant, etc.
Dec. 15, 1985	Estimated submittal date of semi-final estimate
October 27, 1985	Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed S H Macnab

Title Region Operations Engineer

Form 734-1384 (Rev. 9/78)

SP*70731-734

the Contractor that these excess materials belong to the State and that he should expect no reimbursement for overproduction of them. If it is determined that Maintenance has no particular use for these materials, they will most likely be offered to the Forest Service for their use. Kewitt will likely submit a claim for payment.

Acceptance of this project is recommended.

9931

Form 81-734-1384 (9-77)

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT INSPECTION REPORT

Intermediate ☐

Final ☒

Project Name Suttle Lake - Sisters				Contract No. 9931
Highway Santiam			County Jefferson & Deschutes	Prefix No. C09931-000
Contract Time Elapsed 100 %	Contract Work Completed 100 %	Contract Work Quality Satisfactory	Contract Work Progress Satisfactory	F.A. Project No. F-HES-21-3(14)
Inspection date October 25, 1985		By Daniel L. Olson, Ass't. Project Manager		

In company with
Jerry Thackery, Project Manager and Steve Macnab, Region 4 Oper. Engr.

REMARKS
(Scope of inspection, Findings, Recommendations, Instructions, etc.)

Final Inspection - Project accepted as being complete.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 30 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

10/19/85 Date opened to traffic or in operation
10/20/85 Date of Second Notification
10/22/85 Date Contractor's notice for semi-final inspection received
10/20/85 Date Contractor removed equipment, plant, etc.
12/15/85 Estimated submittal date of semi-final estimate
10/25/85 Recommended acceptance date of completed contract work

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
[redacted]Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed Daniel L. Olson
Daniel L. Olson
Title Ass't. Project Manager

September 18, 1985

Mr. William E. Peterson CON
1807 58th NE
Tacoma, WA 98422

I regret any inconvenience that you experienced this summer on your visit to Black Butte Ranch. Central Oregon is an excellent vacation area, as you pointed out, and we certainly value this resource.

The project you refer to will be substantially completed this month. We do not anticipate any additional use of the present material source in the near future.

This source is owned by the U.S. Forest Service and we are using it through a permit. Before it is used again, the Forest Service will conduct an environmental impact study to address the concerns of adjacent property owners.

I am certain through this process, future use of this source will be limited by the Forest Service. However, their decision to allow our use of this site did result in a considerable cost savings to the public. We estimate that use of other available sources would have increased the project cost more than half a million dollars.

Again, I regret your inconvenience this summer and hope that this will not deter you from enjoying Oregon's many fine recreation areas in the future.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

SHM:br sl

bc Larry Rulien
Dale D. Allen

August 28, 1985

State Director of Transportation
Department of Highways
Salem, Oregon

Dear Sir:

During our visit to Black Butte Ranch near Sisters, Ore. August 18-25, 1985, I was stressed by the close proximity to our residence of the Kiewit highway maintenance staging area. I would estimate this operation was ½-1 mile distant from the west boundary at the ranch. I was aware of noise from vehicles & safety back up horns even while inside the house. I heard the operation as late as midnight and as early as 5:oo a.m. for six days! In addition to the noise, asphalt fumes, dust, & steam or furnace smoke were major irritants during the day. From the top of Black Butte the entire operation represented a major blight on the landscape.

The Central Oregon region is a marvelous vacation spot. My family & I have enjoyed our vacation dollars there during the past four summers. I would hope that people responsible for locating highway maintenance operations as large as this one would be more sensitive in the future regarding the environmental impact of their decisions.

While the Santiam Highway has been resurfaced well & is a pleasure to drive, it should not be done at the expense of the natural beauty of the great state of Oregon. I hope that Kiewit operation is only temporary & that similar decisions will be more thoughtfully considered in the future.

Sincerely yours,

William E Peterson

William E. Peterson
1807 58th N.E.
Tacoma, Wash. 98422

cc. President, Black Butte Homeowner's Asso.
Black Butte Ranch
Sisters, Oregon

RECEIVED
STATE HWY ENGR

SEP - 5 '85

REFER TO
D. Allen

FOR

Info	Invest	R/D	D/R	Sign	Act	File
		✓				

cy
9/9
due
9/16

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

RECEIVED
AUG 28 1985
R. J. VAN CLEAVE
GEOLOGIST

In Reply Refer to
File No.:

August 28, 1985

Deshutes National Forest
Sisters Ranger District
Attn: Linda Gross

Re: Suttle Lake - Sisters
Contract 9931
Santiam Highway

As per your request of August 26, I have checked with my cost analyst section for current prices and the region geologist for gravel and quarry locations and have made some comparison calculations if the Black Butte gravel source was not used on the subject project.

There are three material sources that could of possibly been used for this project. Hogg Rock quarry near the Santiam summit, Tumalo gravels near Tumalo, and Shevlin gravels owned by Deschutes Ready Mix. Zoning laws prevent the opening of new material sources.

The cost of hauling a ton of material under 15 miles is $0.18 per ton mile and over 15 miles is $0.15 per ton mile. Drilling and shooting a quarry costs $1.25 per cubic yard or $0.70 per ton. When a material source is one mile distant from a stockpile and the plant set up site it costs $1.00 per ton in hauling and rehandling.

The project quantities for base rock, chip seal material and asphalt mixtures totals 180,275 tons.

Hogg Rock Quarry	
Additional haul 180,275 tons X 10.52 miles X $0.18 =	$341,369
Drill and shoot Quarry 180,275 tons X $0.70	$126,192
Rehandle and stockpile 180,275 X $1.00	$180,275
Extra Cost Total	$647,836
Tumalo Cravels	
Additional haul 180,275 tons X 17.62 miles X $0.15 +	$476,467
Extra Cost Total	$476,467

Note: This large quantity would possibly deplete this commercial source and very possible could not be used.

Shevlin Gravels

Additional haul 180,275 tons X 27.35 X $0.15 = $739,578
Extra Cost Total $739,578

Please note that to date Deschutes County has saved $38,504 on two 1985 paving contracts by Kiewit Pacific Co. using the Diamond International source which is adjacent to the Black Butte gravels. The second bidder would of used one of the two above mentioned alternate material sources.

WW Robertson
W. W. Robertson
Project Manager

cc: Region VanCleave —

9-1-3-1 N

jc **STATE COPY** cc: OSHD (P ien)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Jefferson & Deschutes	DIVISION Oregon

IN COMPANY WITH
J. Thackery, Project Manager; D. Olson, Asst. Project Manager; OSHD

DATE OF INSPECTION 9-10-85	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. F-HES-21-3(14)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 83 %	WORK COMPLETED 90 %

SUTTLE LAKE - SISTERS SECTION
SANTIAM HIGHWAY
Grading & Paving

COPY SENT
SEP 20 1985
State Region D.C.

RECEIVED
STATE HWY ENGR
SEP 20 '85
REFER TO Fredrickson
FOR
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ
Cy 9/23

WORK COMPLETED

The top lift of pavement is nearly complete. Approximately two more working days will probably complete the main line paving.

WORK IN PROGRESS

Paving the main line westbound near Sisters.

COMMENTS

The paving completed to date rides well and is uniform in appearance. The left turn areas are being constructed with two pavers to eliminate a cold joint.

The climbing lane has a joint in the middle of the lane. The joint is not in the wheel path, and so, the joint should not be detrimental to the completed work, and therefore, no corrective work is recommended. Every effort has been made on the project to eliminate cold joints in critical areas. The midlane joint in the climbing lane apparently resulted from a misunderstanding during paving operations.

As noted in Inspection Report No. 2 and my memorandum of 8-1-85, some difficulty was experienced early in the paving with compaction, even though the contractor was producing specification mixture (on the fine side), and had sufficient compactive effort available on the street. After some discussion the contractor produced a mixture which was coarser than the mixture previously produced. This mixture was compactible and was not tender under the action of the rollers.

The compacttion specifications for the project have been revised to provide for the test strip method to control compaction. This change was made as it was felt the underlying cinders might be too resilient to allow a firm base for compaction. A review of the compaction records indicate the requirements of the test strip are substantially being met and compaction would generally have also been obtained even if the compaction specifications had not been revised. Four rollers (including one rubber tired roller), were being used to compact the hot mat.

A quality level analysis was conducted on this project as part of the 1985 FHWA Highway Condition and Quality of Construction Survey. The following quality levels were obtained:

Item	Base Course	Wearing Course
Lay down temp	99.1	100
Density	99.3	97.4
Bitumen content	92.2	85.4
Passing No. 200	100	100
Passing 1/4 inch	99.1	96.6

The contractor has used both a Forest Service materials source and an adjacent private source to produce materials. The Highway Division, Forest Service and other interested parties are currently reviewing reclamation requirements and the disposition of any excess materials which may remain after completion of the work.

- DBC -

ORDER FOR FORCE WORK

ORDER No. 6

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9931

PROJECT NAME Suttle Lake - Sisters DATE August 20, 1985

HIGHWAY Santiam FAP No. F-HES-21-3(14)

COUNTY Jefferson & Deschutes PREFIX C09931-000 FUNCTION

DESCRIPTION OF WORK TO BE DONE:

Permanent Signing

Date of authorization for work

LOCATION BY STATION NUMBERS:

Jack Lake Chain up Area, Climbing Lane, Green Ridge Left Turn, Suttle Lake Left Turn & Tollgate Left Turn.

ESTIMATE OF QUANTITIES & COSTS:

Materials	$ 1000
Labor	1000
Equipment	500
	$ 2500

EXPLANATION:

This Contract did not include permanent signing.
The Contractor did not want to do this work.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $ 3,788,650.31

Present estimate of costs including work under this Force Order . . . . . . $ 3,360,639.00

Estimated Overrun/Underrun Amount . . . . . . $

Estimated Overrun/Underrun Percent 0

SUBMITTED BY: W W Robertson

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: S H Maunt
Region Engineer

APPROVED: Gerald Wimer AUG 28
Construction or Traffic Engineer

717

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1106 (Rev. 1-79)

SP*70890-734

ORDER FOR FORCE WORK

030 ~~011~~ KS

ORDER No. 5

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY Tollgate Homeowner's Association
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No. 9931

PROJECT NAME Suttle Lake - Sisters

DATE August 8, 1985

HIGHWAY Santiam

FAP No. F-HES-21-3(14)

COUNTY Jefferson & Deschutes

PREFIX C09931-000

FUNCTION 199

DESCRIPTION OF WORK TO BE DONE:

Receive payment for constructing a Left Turn to Tollgate Subdivision.

LOCATION BY STATION NUMBERS:

M.P. 98.35

Tollgate Propertyowners
15004 Saddle
Sisters, OR 97759

ESTIMATE OF QUANTITIES & COSTS:

Tollgate's share of Left Turn = $19,018.00

EXPLANATION:

This work was performed by the Contractor at Contract Bid Prices and constructed in conjuction with the Projects Shoulder Widening.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC:
Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT:
Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 3,788,650.13
Present estimate of costs including work under this Force Order	$ 3,788,650.13
Estimated Overrun Underrun Amount	$ 0
Estimated Overrun Underrun Percent	0

W.W. Robertson
SUBMITTED BY: W.W. Robertson

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: AUG 15
Construction or Traffic Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

713

3

jc **STATE COPY** cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Jefferson & Deschutes	DIVISION Oregon

IN COMPANY WITH
W. Robertson, Project Manager; D. Olson, Asst Project Manager; S. Macnab, Field Operations Engr; T. Garner, Quality Assurance; OSHD

DATE OF INSPECTION July 25, 1985	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. F-HES-21-3(14)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 64 %	WORK COMPLETED 40 %

RECEIVED
STATE HWY ENGR
AUG - 2 '85
REFER TO
Fredrickson
FOR

NOTED
W. E. SCHWARTZ
8/6

SUTTLE LAKE - SISTERS SECTION
SANTIAM HIGHWAY
Grading and Paving

WORK COMPLETED

Clearing	95% Complete
Drainage	75% Complete
Grading	90% Complete
Base	70% Complete
Paving	Complete thru leveling

WORK IN PROGRESS

Paving the passing lane.

COMMENTS:

The contractor has completed the AC leveling work on the project and has paved two days on the base lift. The density on the base lift paved to date has been marginal and the contractor has incurred a substantial penalty for this work. The base paving done to date has been over the old pavement. The paving operation was moved to the passing lane which is new construction to see if this made a difference on density results. I was present when several test strips were constructed on the passing lane pavement. These test strips proved to be unsatisfactory and the pavement appeared tender. The mixture in the test sections was placed on the road and compacted well within temperature tolerances. Compaction was also attempted at reduced temperatures. Three rollers (1 pneumatic, 2 steel wheel), were being used in the compaction effort.

At a meeting I attended held in the Region office July 25, 1985 it was decided to suggest to the contractor to produce a slightly coarser mixture than he had previously been producing and to

(Continued)

Form FHWA-1446A
(Rev. 2-84)

increase the asphalt content slightlty. This mixture of about 500 tons quantity was to be placed as base lift to bring up a panel square with a panel previously placed. Results from this effort would be evaluated to further adjust the mix. The contractor had been producing a mixture which was within the mix design tolerances but was slightly finer on the combined gradation for the 1/4 minus material.

The adjusted mixture was laid on July 26, 1985 with good results. From this work it appears that a mixture produced at the laboratory target values for gradation will result in a satisfactory mixture which is capable of being compacted to specification requirements. Further minor adjustments may be made to the asphalt content. Any adjustments will be discussed with the laboratory. The contractor further indicated he will have additional rollers on the project when full production resumes.

The contractor has had problems maintaining a steady "C" value. This value has fluctuated considerably.. A number of adjustments have been made to the plant operation in an effort to produce a paving mixture that exhibits a steady "C" value above 40 (this is the minimum value on other work the contractor has in the area). Specifications for this project require a mininmum "C" value of 30 and it appears that this specification is being met.

- DBC -

1351

ORDER FOR FORCE WORK

ORDER No. 4 P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9931

PROJECT NAME Suttle Lake-Sisters DATE June 3, 1985

HIGHWAY Santiam FAP No. F-HES-21-3 (14)

COUNTY Jefferson and Deschutes PREFIX 9-1041 FUNCTION 276-4

DESCRIPTION OF WORK TO BE DONE:

A. Replace detection loops for permanent traffic counter.

B. Replace detection loops for speed monitoring system.

LOCATION BY STATION NUMBERS:

A. 93.05

B. 91.20

ESTIMATE OF QUANTITIES & COSTS:

Date of authorization for work 6-12-85
Dse

A. Labor, equipment and materials	$1500
B. Labor, equipment and materials	$1500

EXPLANATION:

Detector loops were necessarily destroyed as part of the shoulder widening and repaving work.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization $ 3,788,650.13

Present estimate of costs including work under this Force Order $ 3,788,650.13

Estimated Overrun Underrun Amount $

Estimated Overrun Underrun Percent 0

SUBMITTED BY:

TITLE: Project Mgr.

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED: Region Engineer

APPROVED: JUN 12 Construction or Traffic Engineer

681

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79) SP*70090-734

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-HES-21-3(14)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40029

2A. COUNTY NAME
Deschutes
Jefferson

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
12/13/84

8. FEDERAL ROUTE NUMBER
Primary 21

9. STATE ROUTE NUMBER
Primary 16

10. GENERAL LOCATION:
Suttle Lake - Sisters Section

11. GENERAL DESCRIPTION OF WORK
Merchantible Timber Removal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/13/84 as requested in Mr. Fredrickson's letter of 2/27/85 as being cost effective for the use of USFS forces to proceed with the above work. State Force Order No. 2 representing work to be performed by U.S. Forest Service is approved for a TEC of $23,000; Federal Funds $20,275.

RECEIVED
STATE HWY ENGR
MAR 15 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 3/18

14. DATE
3/13/85

15. SIGNATURE OF APPROVING OFFICIAL
Christianson

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-HES-21-3(14)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Deschutes
Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40029

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
12/13/84

8. FEDERAL ROUTE NUMBER
Primary 21

9. STATE ROUTE NUMBER
Primary 16

10. GENERAL LOCATION:
Suttle Lake - Sisters Section

11. GENERAL DESCRIPTION OF WORK
Slash Disposal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/13/84 as requested in Mr. Fredrickson's letter of 2/27/85 as being cost effective for the use of USFS forces to proceed with the above work. State Force Order No. 3 representing work to be performed by U.S. Forest Service is approved for a TEC of $1,500; Federal Funds $1,322.

RECEIVED
STATE HWY ENGR
MAR 15 '85
REFER TO
[illegible]
FOR

Info	Inves	R/O	D/R	Sign	Act	File

Orig. to
3/18

14. DATE
3/13/85

15. SIGNATURE OF APPROVING OFFICIAL
Christianson

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CONSTRUCTION PROJECT F-FR-HES-21-3(14)

STARTING DATE 10-24-84

PREFIX 9-1041 19931

PE PREFORMED ON FEDERAL AID PROJECT F-21-3(11)

PREFIX (PE) 9-1926 & 16-1982

PE STARTING DATE 1-24-83

PE CUTOFF 10-23-84

MONTHS CHECKED

JAN. ______
FEB. ______
MARCH ______
APRIL ______
MAY ______
JUNE ______
JULY ______
AUGUST ______
SEPT. ______
OCT. 10-84 ✓
NOV. 11-84 ✓
DEC. 12-84 ✓

ADDITIONAL COMMENTS Transfer dated 2-11-85

David Evans & Associates file sent down for Audit on 2-22-89. Contract payments on project ~~balance~~ agrees w/ JCS shown + also retainage checked + 0's out. Pre-star crosswalk started. P.J. 2-22-89

PREPARED BY Diane Golick DATE 2-8-85

```
ACT084              DETAIL TRANSACTIONS - EXPENDITURES & LEDGERS                    PAGE  32
                                       FOR 11/84
                                       MICROFICHE

MO ACR YR   VOUCHER NO     PREFIX      FUNCTION SUB F  OBJECT P/N FUND     TOTALS     CREW HRS

11   5 84     90275        9 1040         920             1   P8   G        0.37     00600 000
11   5 84     90275        9 1040         920             1   P8   G        0.55     00600 000
11   5 84     90088        9 1040         944             1   P1   G       80.86     00705 006
11   5 84     90088        9 1040         944             1   P8   G        0.82     00705 000
11   5 84     90278        9 1040         944             1   P1   G       23.15     01002 001
11   5 84     90278        9 1040         944             1   P8   G        0.23     01002 000
11   5 84     17398        9 1040         944             4   P1   G       44.55     01002 000
11   5 84     17398        9 1040         944             4   P8   G        0.45     01002 000
11   5 84     17398        9 1040         944             7   P1   G       18.81     01002 000
11   5 84     17398        9 1040         944             7   P8   G        0.19     01002 000
11   5 84     17398        9 1040         944            25   P1   G       25.19     01002 000
11   5 84     17398        9 1040         944            25   P8   G        0.25     01002 000
11   5 84     90277        9 1040         945             1   P1   G       27.07     00800 002
11   5 84     90277        9 1040         945             1   P8   G        0.27     00800 000
11   5 84     90295        9 1040         948             1   P1   G       27.01     00401 001
11   5 84     15872        9 1040         948           160   P1   G       18.71     99400 000
11   5 84     15872        9 1040         948           160   P8   G        0.19     99400 000

                                                                       1,505.16  *

11   5 84   [redacted]     9 1041         900             1   P1   G       15.90     00401 001
11   5 84                  9 1041         900             1   P1   G       24.90     00701 002
11   5 84                  9 1041         900             1   P1   G        9.47     00401 001
11   5 84                  9 1041         900             1   P1   G       75.10     00705 008
11   5 84                  9 1041         900             1   P1   G       29.53     08006 003
11   5 84                  9 1041         900             1   P1   G      164.58     08027 007
11   5 84                  9 1041         900             1   P1   G      187.04     08027 008
11   5 84                  9 1041         900             1   P2   G        5.61     08027 000
11   5 84                  9 1041         900             1   P8   G       16.83     08027 001
11   5 84                  9 1041         920             1   P1   G       32.23     00600 002
11   5 84                  9 1041         920             1   P2   G        1.10     00600 000
11   5 84                  9 1041         920             1   P8   G        3.29     00600 000

                                                                         565.58  *
10                        10 1009                                         76.24

                                                                          76.24  *
10                        10 1015                                          0.17

                                                                           0.17  *
10                        10 1021                                  1,395,337.01
                                         NOVEMBER 30 1984
```

DA-RE

F-FR-HES-213(117)

[illegible]
10-24-84

DETAIL TRANSACTIONS - EXPENDITURES & LEDGERS

FOR 12/84
MICROFICHE

MO	ACR	YR	VOUCHER NO	PREFIX	FUNCTION	SUB F	OBJECT	P/N	FUND	TOTALS	CREW HRS
12	5	84	90604	9 1040	900		182	P8	G	7.13	02400 000
12	5	84	90604	9 1040	900		182	P8	G	21.95	02400 000
12	5	84	90604	9 1040	900		185	P1	G	36.63	02400 000
12	5	84	90604	9 1040	900		185	P8	G	0.37	02400 000
12	5	84	90781	9 1040	941		1	P1	G	226.87	01101 016
12	5	84	90781	9 1040	941		1	P8	G	2.29	01101 000
12	5	84	90640	9 1040	944		1	P1	G	56.35	00705 004
12	5	84	90640	9 1040	944		1	P8	G	0.57	00705 000
12	5	84	90641	9 1040	944		1	P1	G	213.89	01002 008
12	5	84	90641	9 1040	944		1	P1	G	300.88	01002 017
12	5	84	90641	9 1040	944		1	P8	G	2.16	01002 000
12	5	84	90641	9 1040	944		1	P8	G	3.04	01002 000
12	5	84	90769	9 1040	944		1	P1	G	12.24	01001 001
12	5	84	90769	9 1040	944		1	P1	G	169.73	01002 007
12	5	84	90769	9 1040	944		1	P8	G	0.12	01001 000
12	5	84	90769	9 1040	944		1	P8	G	1.71	01002 000
12	5	84	90536	9 1040	944		152	P1	G	59.40	88801 000
12	5	84	90536	9 1040	944		152	P8	G	0.60	88801 000
12	5	84	18841	9 1040	944		160	P1	G	14.85	99400 000
12	5	84	18841	9 1040	944		160	P8	G	0.15	99400 000
12	5	84	90640	9 1040	945		1	P1	G	40.60	00800 003
12	5	84	90640	9 1040	945		1	P8	G	0.41	00800 000
12	5	84	90770	9 1040	946		1	P1	G	551.77	02401 032
12	5	84	90770	9 1040	946		1	P8	G	5.57	02401 000
12	5	84	90746	9 1040	948		1	P1	G	112.03	00401 004
12	5	84	90746	9 1040	948		1	P8	G	1.13	00401 000
12	5	84	90771	9 1040	950		1	P1	G	75.81	08027 007
12	5	84	90771	9 1040	950		1	P1	G	89.79	08027 008
12	5	84	90771	9 1040	950		1	P1	G	137.95	08027 008
12	5	84	90771	9 1040	950		1	P8	G	0.77	08027 000
12	5	84	90771	9 1040	950		1	P8	G	0.91	08027 000
12	5	84	90771	9 1040	950		1	P8	G	1.39	08027 000
										19,787.46 *	
11				9 1041						565.58	
12	5	84	[redacted]	9 1041	900		1	P1	G	406.75	08027 021
12	5	84	[redacted]	9 1041	900		1	P2	G	13.87	08027 001
12	5	84	[redacted]	9 1041	900		1	P8	G	41.60	08027 002
12	5	84	[redacted]	9 1041	900		1	P1	G	142.04	08027 007
12	5	84	[redacted]	9 1041	900		1	P1	G	444.49	08027 026
12	5	84	[redacted]	9 1041	900		1	P2	G	4.84	08027 000
12	5	84	[redacted]	9 1041	900		1	P2	G	15.15	08027 001

DECEMBER 31 1984

Fwd ldgs
10-24-84

ACT084

DETAIL TRANSACTIONS - EXPENDITURES & LEDGERS

FOR 12/84
MICROFICHE

MO,	ACR	YR	VOUCHER NO	PREFIX	FUNCTION	SUB F	OBJECT	P/N	FUND	TOTALS		CREW HRS
12	5	84	[redacted]	9 1041	900		1	P8	G	14.53		08027 001
12	5	84	[redacted]	9 1041	900		1	P8	G	45.46		08027 002
12	5	84	[redacted]	9 1041	900		1	P1	G	34.62		08006 004
12	5	84	[redacted]	9 1041	900		1	P2	G	1.18		08006 000
12	5	84	[redacted]	9 1041	900		1	P8	G	3.54		08006 000
12	5	84	[redacted]	9 1041	900		21	P1	G	61.60		08027 000
12	5	84	[redacted]	9 1041	900		21	P2	G	2.10		08027 000
12	5	84	[redacted]	9 1041	900		21	P8	G	6.30		08027 000
12	5	84	[redacted]	9 1041	900		59	P1	G	1,232.00		30794 000
12	5	84	[redacted]	9 1041	900		59	P2	G	42.00		30794 000
12	5	84	[redacted]	9 1041	900		59	P8	G	126.00		30794 000
12	5	84	[redacted]	9 1041	900		144	P1	G	22.75		08027 000
12	5	84	[redacted]	9 1041	900		144	P2	G	0.78		08027 000
12	5	84	[redacted]	9 1041	900		144	P8	G	2.32		08027 000
12	5	84	[redacted]	9 1041	900		152	P1	G	14.80		08027 000
12	5	84	[redacted]	9 1041	900		192	P1	G	65.78		08027 000
12	5	84	[redacted]	9 1041	900		192	P2	G	2.24		08027 000
12	5	84	[redacted]	9 1041	900		192	P8	G	6.73		08027 000
12	5	84	[redacted]	9 1041	920		1	P1	G	16.12		00600 001
12	5	84	[redacted]	9 1041	920		1	P1	G	55.72		00600 004
12	5	84	[redacted]	9 1041	920		1	P2	G	0.55		00600 000
12	5	84	[redacted]	9 1041	920		1	P2	G	1.90		00600 000
12	5	84	[redacted]	9 1041	920		1	P8	G	1.65		00600 000
12	5	84	[redacted]	9 1041	920		1	P8	G	5.70		00600 000
12	5	84	[redacted]	9 1041	944		1	P1	G	21.56		00401 001
12	5	84	[redacted]	9 1041	944		1	P2	G	0.74		00401 000
12	5	84	[redacted]	9 1041	944		1	P8	G	2.20		00401 000
12	5	84	[redacted]	9 1041	945		1	P1	G	36.09		00800 003
12	5	84	[redacted]	9 1041	945		1	P2	G	1.23		00800 000
12	5	84	[redacted]	9 1041	945		1	P8	G	3.69		00800 000
12	5	84	[redacted]	9 1041	950		1	P1	G	122.62		08027 007
12	5	24	[redacted]	9 1041	950		1	P2	G	4.18		08027 000
12	5	84	[redacted]	9 1041	950		1	P8	G	12.54		08027 001
										3,605.54	*	
1				10 1009						76.24		
										76.24	*	
11				10 1015						0.17		
										0.17	*	
11				10 1021						1,589,299.29		

DECEMBER 31 1984

First day
10-24-84

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW

DATE OF REQUEST 2-8-85

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)

SEND ORIGINAL TO ACCOUNTING SECTION

DATE OF ORIGINAL TRANSACTION

VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		CREW NO.
12-84 J.V. 18465 ①	9-1041	900		021	N1	61	60	9-1041	900		021	P1	61	60	08027
↓ ↓	↓	↓		↓	N2	2	10	↓	↓		↓	P2	2	10	↓
					N8	6	30					P8	6	30	
					TOTAL	70	00					TOTAL	70	00	

REASON FOR THIS REQUEST: ① object 21 is only "P" when it is a repair of special equipment used on a specific project → on this voucher two stools were upholster.

F-FR-HES-21-3 (14)

PREPARED BY: Diane Galido

APPROVED:

Form 734-1087 (Rev. 3/80)

SP*71114-734

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

ORIGINATING SECTION OR CREW	DATE OF REQUEST 2-11-85	NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NO.)
SEND ORIGINAL TO ACCOUNTING SECTION	DATE OF ORIGINAL TRANSACTION	VENDOR'S NAME

REFERENCE	CHARGE							CREDIT							
DATE, VOUCHER, DESCRIPTION & ETC.	PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		PREFIX	FUNC	SUB FUNC	OBJECT	P/N GROUP	AMOUNT		CREW NO.
11-84 J.V. 90092	9-1041	948		001	P	31	80	16-1982	911		001	P1	31	80	01200
11-84 J.V. 90087 Salisbury 72 addition line on 10-31-84	9-1041	948		001	P	24	90	009-1926	905		001	P1	24	90	00701
					TOTAL	56	70					TOTAL	56	70	

REASON FOR THIS REQUEST: Construction engineering charged in error to the PE prefix was now being charged to the correct construction prefix.

F-FR-HES 21-3(14) & F-21-3(11)

PREPARED BY: Diane Galido

APPROVED:

Form 734-1087 (Rev. 3/80)

SP*71114-734

ORDER FOR FORCE WOR

P

ORDER No. 3

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY U. S. Forest Service
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No. 9931

PROJECT NAME Suttle Lake - Sisters

DATE 12-11, 1984

HIGHWAY Santiam

FAP No. F-HES-21-3-(14)

COUNTY Deschutes & Jefferson

PREFIX 9-1041

FUNCTION 270-3

DESCRIPTION OF WORK TO BE DONE:

Pay U. S. Forest Service for slash disposal.

LOCATION BY STATION NUMBERS:

Throughout Project.

ESTIMATE OF QUANTITIES & COSTS:

Slash disposal = $1,500.00

[illegible] date of authorization for work 12-13-84

EXPLANATION:

This is an anticipated item to pay the U. S. Forest Service to dispose the slash material obtained from this Project.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization $3,788,650.13

Present estimate of costs including work under this Force Order $3,788,650.13

Estimated Overrun Underrun Amount $0.00

Estimated Overrun Underrun Percent 0

for Thomas R. Eguren

SUBMITTED BY: W. W. Robertson

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 12-19-84
Construction ~~or Traffic~~ Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

T

627

SP*70890-734

ORDER FOR FORCE WOR

P

ORDER No. 2

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

CONTRACT No. 9931

PROJECT NAME Suttle Lake - Sisters

DATE 12-11, 1984

HIGHWAY Santiam

FAP No. F-HES-21-3(14)

COUNTY Deschutes & Jefferson

PREFIX 9-1041

FUNCTION 270-2

DESCRIPTION OF WORK TO BE DONE:

Pay to the U. S. Forest Service for the value of timber removed to accomodate neccessary widening.

LOCATION BY STATION NUMBERS:

Throughout Project.

ESTIMATE OF QUANTITIES & COSTS:

Timber = $23,000.00

12-13-84

EXPLANATION:

This is an anticipated item to pay the Forest Service for merchantible timber removed to accomadate the widening of this Project.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 3,788,650.13
Present estimate of costs including work under this Force Order	$ 3,788,650.13
Estimated Overrun Underrun Amount	$ 0.00
Estimated Overrun Underrun Percent	0

for Thomas R.

SUBMITTED BY: W. W. Robertson

TITLE: Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: 12-18-84
Construction ~~Traffic~~ Engineer

DO **NOT** USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

Form 734-1105 (Rev. 1-79)

T

627

SP*70R00-734

7731

FILE Jefferson 16

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

LOC 3

TO: John Grassman
Bicycle Program Coordinator

DATE: December 7, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Bicycle Lanes
Suttle Lake-Sisters Section
Santiam Highway No. 16
Jefferson and Deschutes Counties

The Traffic Engineering Section does not concur with your proposal for bicycle lanes on the shoulders of this section of the Santiam Highway. Due to the prevalent speeds and types of vehicles using this highway, a four-foot wide "recreational use" bicycle lane in such proximity would not be advisable. These four-foot shoulders occur in areas where the motorists' attention will be focused on turning, crossing, and slow-moving traffic. The inclusion of one more factor, such as bicycles on the adjacent narrow shoulder is not recommended.

Should these narrow shoulders be widened in the future, this section of highway may prove valuable as part of the bikeway system identified in the State Master Plan.

Butler
L. E. George
Traffic Engineer

JD:ds

3' of 6' shoulders are being chg'd to bicycle program.

NOTED
J. GRASSMAN

RECEIVED
DEC 11 1984
LOCATION
SECTION

December 7, 1984

CON 5

Kiewit Pacific Company
P. O. Box 1769
Vancouver, WA   98668

#9931

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9931 for work on the Suttle Lake-Sisters Section of the Santiam Highway in Jefferson and Deschutes Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: The Aetna Casualty and Surety Company
Bond Department
200 Market Bldg., Suite 1500
200 S. W. Market St.
Portland, OR   97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Will Robertson

KIEWIT PACIFIC CO.

A Kiewit Company

NORTHWEST DISTRICT OFFICE:
P.O. Box 1769
Vancouver, WA 98668
206/693-1478

HOME OFFICE:
1000 Kiewit Plaza
Omaha, Nebraska 68131

November 21, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

ATTENTION: ROBERT W. GORMSEN

RE: SUTTLE LAKE - SISTERS SECTION
Santiam Highway
Jefferson and Deschutes Counties

Gentlemen:

To meet the 10% required DBE participation on the referenced project, we will use Butler Development Co., 13318 N. E. 4th Court, Vancouver, Washington 98665 as a supplier for the following items:

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT PRICE	APPROX. TOTAL
18	Asphalt Cement in Mixture	5,700 T	$176.88/T	$1,008,216.00
19	Hydrated Lime in Mixture	1,140 T	100.80/T	114,912.00
20	Emulsified Asphalt in Seal Coat	245 T	152.40/T	37,338.00
22	Asphalt in Tack Coat	340 T	152.40/T	51,816.00
	Approximate Total Supply Amount			$1,212,282.00

At the 20% allowance for suppliers, this amounts to $242,456.40 DBE participation.

We will further subcontract to Butler Development Co. the following items:

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT PRICE	APPROX. TOTAL
1	Mobilization	(Partial)	Lump Sum	$ 24,168.00
3	Temporary Signs	1,197 SF	$ 8.00/SF	9,576.00
4	Temporary Barricades	5 EA	100.00/EA	500.00
5	Traffic Safety Markers	66 EA	50.00/EA	3,300.00
6	Flaggers (Partial)	4,500 HR	6.00/HR	27,000.00
7	Pilot Car	1,000 HR	25.00/HR	25,000.00
	Approximate Total			$ 89,544.00

This totals $332,000.40 DBE participation - meeting the ten percent (10%) assigned goal of $331,839.00.

To meet the one percent (1%) WBE requirement, we propose to subcontract to Ajay Trucking, Inc., 650 N. E. 131st Place, Portland, Oregon 97230 the following:

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT PRICE	APPROX. TOTAL
10	General Excavation	(Partial)	Lump Sum	$ 51,066.00

which exceeds the assigned one percent (1%) goal of $33,184.00.

Yours very truly,

KIEWIT PACIFIC CO.

Lealon V. Cassels
Lealon V. Cassels
General Superintendent

LVC/hms

pc: File

RECEIVED
NOV 21 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC Kay Turne

821

ORDER FOR FORCE WORK

ORDER No. 1

1P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces CONTRACT No. 9931
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME Suttle Lake-Sisters DATE November 30, 19 84

HIGHWAY Santiam FAP No. F-HES-21-3(14)

COUNTY Jefferson & Deschutes PREFIX 9-1041 FUNCTION 270-01

DESCRIPTION OF WORK TO BE DONE:

Permanent & Temporary Pavement Striping

LOCATION BY STATION NUMBERS:

Throughout the PROJECT

ESTIMATE OF QUANTITIES & COSTS:

Labor, Materials, & Equipment $23,000.00

EXPLANATION:

Anticipated item; (has FHWA approval)

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $

Present estimate of costs including work under this Force Order . . . . $

Estimated Overrun Underrun Amount . . . . . . $

Estimated Overrun Underrun Percent

SUBMITTED BY: Bruce M Walton for

TITLE: Wil Robertson, Project Manager

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:

TITLE:

APPROVAL RECOMMENDED:
Region Engineer

APPROVED: Harold Wenier 12-4-84
Construction ~~Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

623

Form 734-1105 (Rev. 1-79) SP*70890-734

9931 F-21.3(14)

FINAL REPORT on Real Property Negotiations

OREGON STATE HIGHWAY DIVISION

F

File 30794

Sta. ______________ to Sta. ______________

Name of owner USDA, Forest Service

Deschutes National Forest

Mail address 1645 Highway 20 E Phone No. ______

BEND OR 97701 Phone No. ______

Attorney ______ Address ______

Purpose of purchase R/W

OPTION EXPIRES ______

Possession ______

Location of property Suttle Lake - Sisters section of

Santiam Highway in Jefferson & Deschutes County.

Street address or Sec. T.R. Sec. 30,32, T13S, R9E; Sec. 10,11,13,14,24, T14S, R9E; Sec. 19,30,31,32, T14S, R10E; Sec. 5, T15S, R10E, W.M.

How does taking affect remaining property? ______
(Give details regarding dividing of tract, if appropriate)

Nature of property taken 16 acres Forest Land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

U. S. Forest Service determination:

Stumpage	140 mbf @ $164.45 =	$ 23,023.00
Slash Dep.	140 mbf @ $ 10.00 =	$ 1,400.00
		$ 24,423.00

(Interim letter of consent for R/W dated October 24, 1984)

Withholding $ ______ for ______

Relocation: 3617 forwarded on ______, ☐ Improved ☐ Unimproved

☐ Required Displacement: $ ______ Replacement Housing; $ ______ Rent Supplement

Appraisals: $ ______ By ______ Review Appraisal $ ______

Staff & $ ______

Fee $ ______ By ______
Review Appraiser

Complete restriction

Mail address 1645 Highway 20 E Phone No.

BEND OR 97701 Phone No.

Attorney Address

Purpose of purchase R/W

OPTION EXPIRES

Possession

Location of property Suttle Lake - Sisters section of Santiam Highway in Jefferson & Deschutes County.

Street address or Sec. T.R. Sec. 30,32, T13S, R9E; Sec. 10,11,13,14,24, T14S, R9E;
Sec. 19,30,31,32, T14S, R10E; Sec. 5, T15S, R10E, W.M.

How does taking affect remaining property?
(Give details regarding dividing of tract, if appropriate)

Nature of property taken 16 acres Forest Land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

U. S. Forest Service determination:

Stumpage 140 mbf @ $164.45 =	$ 23,023.00
Slash Dep. 140 mbf @ $ 10.00 =	$ 1,400.00
	$ 24,423.00

(Interim letter of consent for R/W dated October 24, 1984)

Withholding $ for

Relocation: 3617 forwarded on , ☐ Improved ☐ Unimproved

☐ Required Displacement: $ Replacement Housing; $ Rent Supplement

Appraisals: $ By Review Appraisal $
Staff & $
Fee $ By
Review Appraiser

☐ Entire taking ☑ Complete restriction of access ☐ Access controlled ☐ Access not controlled

Job Prefix 9-1041 Participating $ 24,423.00 Non-Participating $

General remarks Per stipulated agreement between Region Engineer and Forest Service.
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date November 26 1984 Signed:
Right of Way Agent

Right of Way Manager Date 11-29-84 Dated:

Authorized by
Transportation Commission: Date 11/30/84

FORM 734-3042 (Rev. 7-78)

㉑ 11/30/84

CON 21-
[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: Files

DATE: Nov. 14, 1984

E J Hunter
for
FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 15, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened Nov. 15, 1984 on the following projects:

1. Park Place - Clackamas Community College
   Cascade Highway South, Clackamas County
   Grading & Paving
   Multi-lane with median. Eight-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. McKay Creek & Ochoco Creek Bridges
   Madras - Prineville Highway, Crook County
   Grading, Paving & Structures
   Twevle-foot traffic lanes with eight-foot shoulders available for bicycle/pedestrian traffic.
   Same as No. 1.

3. Elkhead Road Intchg. - Rice Hill Intchg.
   Pacific Highway, Douglas County
   Paving
   Interstate Highway reconstruction.
   Ten foot shoulders available for bicycle/pedestrian traffic.
   Same as No. 1

4. Suttle Lake - Sisters
   Santiam Highway, Jefferson & Deschutes Counties
   Grading & Paving
   Twelve-foot lanes with climbing and/or left turn median. Four to six-foot shoulders will be striped & signed as a bike lane.

5. I.O.N. Highway Bridges
   I.O.N. Highway, Malheur County
   Structures
   Twevle-foot lanes. Shoulders vary from two to six feet and may be used by bicycle/pedestrian traffic.
   Same as No. 1.

6. Five Mile Creek Bridge
   Pendleton - John Day Highway, Umatilla County
   Structure
   Twevle-foot lanes. Four-foot shoulders available for bicycle/pedestrian traffic.
   Same as No. 1.

7. Helvetia Road Interchange
   Sunset Highway, Washington County
   Grading, Paving & Structure
   Interchange Construction. Six to ten-foot shoulders and a six-foot sidewalk on structure available for bicycle & pedestrian traffic.

8. South Tigard Interchange - Willamette River Bridge
   Pacific Highway, Washington & Clackamas Counties
   Paving
   Interstate freeway upgrading. Ten-foot shoulders available for bicycle/pedestrian traffic.
   Same as No. 1.

9. Tualatin Valley Highway @ SW 110th Ave.
   Tualatin Valley Highway, Washington County
   Traffic Signals
   Pedestrian signals and sidewalk ramps will be installed.

HSC/cm

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

9731

FILE Jefferson

STATE OF OREGON

INTEROFFICE MEMO

TO: L. E. George
Traffic Engineer

DATE: November 13, 1984

FROM: John Grassman
Bicycle Program Coordinator

SUBJECT: Bicycle Lanes
Suttle Lake - Sisters Section
Santiam Highway
Jefferson & Dechutes Counties

A contract to reconstruct and widen the subject project will be let in a few weeks. The 13-mile section, when completed, will have about 5.5 miles of 4-foot shoulders and 7.5 miles of 6-foot shoulders. There will be climbing lanes and channeled intersections.

I request that the shoulders be designated as bike lanes. With an 8-inch stripe and occasional Bicycles "ON SHOULDERS" signs.

This section of highway is part of the bikeway system identified in the State Master Plan and is of intrastate significance. It also lies in an area of recreational use due to the proximity with Black Butte Ranch and Sisters.

JG/cm

cc: T. Litchfield
F. Terpin

(Rev. 4-78)

OREGON STATE HIGHWAY DIVISION

Changes in Plans, Specifications, Quantities and Cost Estimates Between Advertising and Letting Dates

Federal-aid Projects

Letting Date Nov 15, 1984 Project Name Suttle Lake - Sisters

FA No. F-HES-21-3 (14) Hwy. Santiam Co. Jefferson & Deschutes

Changes:

(1) Federal Wage Rates, Modification No. 4

PROGRAM SECTION
MANAGER __ RESOURCE UNIT __
FA UNIT __ PROGRAM UNIT __
NOV 6 1984
REFER TO __
R/D __ ACT __ REPLY __
DISC __ INFO __ FILE __

Discussed with FHWA Nov. 2, 1984, by Art Brummitt

FHWA Recommendations:

Ok'd revision

by Bob Hathaway

OSHD Action Recommended:

Send out Revision Letter

by Art Brummitt Date 11-2-84

Action:

by __ Date __

Distribution:
Original to Specifications Engineer
2 copies to Federal-Aid Manager

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-21-3(14)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Deschutes
Jefferson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40029

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 2 '84
REFER TO PCH en
FOR
Info | Invest | R/O | D/R | Sign | Act | File

Orig to Watt 11/2

7. DATE AUTHORIZATION EFFECTIVE 10/24/84
8. FEDERAL ROUTE NUMBER Primary 21
9. STATE ROUTE NUMBER Primary 16

10. GENERAL LOCATION:

Suttle Lake - Sisters Section

11. GENERAL DESCRIPTION OF WORK

Channelization and Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 10/19/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your estimate as being cost effective.

Mr. Potter's 10/22/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,220,491; Federal Funds $3,722,116.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplised in accordance with your March 28, 1984 letter.

14. DATE 0/31/84
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

3731

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U EPARTMENT OF TRANSPORTATION
EDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Building
Salem

(For use of Paying Office)

STATE
Oregon 97310

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 10 24 84
TO 09 21 87

FEDERAL AID PROJECT NO.
F HES 21-3 (14)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
93,409.21 4,143,671.02	90,804.58 3,925,041.20	90.00 88.15	81,724.12 3,459,923.81	81,724.12 3,459,923.81	0.0 0.0
4,237,080.23	4,015,845.78		3,541,647.93	3,541,647.93	0.0

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon		

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U. EPARTMENT OF TRANSPORTATION
EDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY
(For use of Paying Office)

VOUCHER TYPE (Check Appropriate Block)
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 10 24 84
TO 09 21 87

FEDERAL AID PROJECT NO.
F HES 21 3 (14)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
93,409.21	90,804.58	90.00	81,724.12	81,724.12	0.0
4,142,822.19	3,954,192.37	88.15	3,485,620.57	3,485,620.57	
$4,237,080.23	4,015,845.78		3,568,108.63	3,568,108.63	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY
Oregon

DATE

SIGNATURE OF AUTHORIZED OFFICIAL

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR -20 REV 5-78

SUTTLE LAKE SISTERS SECTION
SANTIAM HIGHWAY
JEFFERSON AND DESCHUTES COUNTIES

CONSTRUCTION

TYPE CODE I000
ROADWAY PRIMARY FUNDING

FINAL CONTRACT PAYMENT SUMMARY	LUMP SUM	$3,451,992.02
SFO 5 TOLLGATE SUBDIVISION 010	ALL REQUIRED	(19,018.00)
SFO 1 STRIPING 010 011	ALL REQUIRED	14,504.84
SFO 2 VALUE OF TIMBER REMOVED (US FOREST SERVICE)	ALL REQUIRED	27,283.71
SFO 6 SIGNING (STATE) 010 000	ALL REQUIRED	5,996.65
SFO 9 MONUMENTATION 010 WORK BY DAVID EVANS & ASSOCIATES	All Required	27,212.83
TOTAL		$3,507,972.05

TYPE CODE Y008
CHANNELIZATION (HES FUNDING)

	ILLUMINATION	
FINAL CONTRACT PAYMENT SUMMARY 141	LUMP SUM	$86,101.33
SFO 9 MONUMENTATION 141 021 WORK BY DAVID EVANS & ASSOCIATES	ALL REQUIRED	841.64
SFO 6 SIGNING (STATE) 141 000	ALL REQUIRED	185.46
TOTAL TYPE CODE YOOO8		87,128.43
TOTAL PARTICIPATING CONSTRUCTION COST		3,595,100.48

CONSTRUCTION ENGINEERING

STATE 010	ALL REQUIRED	$ 417,069.15
STATE 141	ALL REQUIRED	3,676.15
TOTAL ENGINEERING COST		$ 420,745.30
TOTAL PARTICIPATING PROJECT COST		4,015,845.78

NON-PARTICIPATING PROJECT COST

SFO 7 RECLAMATION FEES (141)	ALL REQUIRED	187.50

7731

Date: October 16, 1984 PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Revised Project Data Submission
Item No. 40029
Project No. F-HES-21-3(14)
Suttle Lake-Sisters Section
Santiam Highway
Deschutes & Jefferson Counties

Attached data consists of PR-1 forms.

It is the Oregon State Highway Division's present intention to receive bids for this project on November 15, 1984.

DRH:bkb
Attachments
cc: L.E. George
Dale D. Allen (Region 4)
General Files

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

Rev. 10-16-84
July 25, 1984

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

JECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
20, 3.8 mi. W. of Deschutes Co. Line, 13.8 mi.		3,800	----	----	10	Oregon	41	010 141	40029

WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Overlay						85(010)		F-HES-	21-3	(14)		

imary (4R) and Hazard Elimination Program

– – –

COUNTY NAME			CODE
Jefferson & Deschutes			017
ROUTE NO. P	FEDERAL-AID 21	STATE 16	U.S. 20

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST (CODE) Y008 1000	(12) (07)	"Suttle Lake-Sisters Section" HES F	 13.28	277,800 3,801,200	250,000* 3,350,750	27,800 450,450	(141) (010)	
		DRH PROJECT TOTALS	13.28	4,079,000	3,600,750	478,250		

ROVAL DATES 10-1-83

*Fixed Federal Funds

REMARKS

Additional Data: Item No. 40029; Project No. F-21-3(11).

-over

USCOMM DUSCOMM-DC 48808-P61

Budget Bureau No. 41-R2067; Appro

U.S. DEPAR

BUR

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

Rev. 10-16-84
July 25, 1984

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 20, 3.8 mi. W. of Deschutes Co. Line, E. 13.8 mi. 65	ADT	PRESENT 3,800 (66)	FUTURE ---- (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Channelization & Overlay 62	NATL. FOREST (63)	FH ROUTE NO. (65) (66)	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. 85(010) (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) F-HES- 14	NUMBER 21-3	SEQ. (1

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary (4R) and Hazard Elimination Program	COUNTY NAME Jefferson & Deschutes			CODE 017		
	NAME OF URBAN AREA 17-31 - - -	ROUTE NO. P	FEDERAL-AID 21	STATE 16	U.S. 20		

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 48	53		(54) (58)	(60) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) Y008 I000	(12) (07)	"Suttle Lake-Sisters Section" HES F	13.28	277,800 3,801,200	250,000* 3,350,750	27,800 450,450	(141) (010)
CARD 1	CODE 1	PREPARED BY					DRH PROJECT TOTALS	13.28	4,079,000	3,600,750	478,250	
1	14	PROGRAM APPROVAL DATES					10-1-83		(18) (23)	(24) (33)		

*Fixed Federal Funds

REMARKS

Additional Data: Item No. 40029; Pr
No. F-21-3(11).

-OV

USC

Suttle Lake-Sisters Section

Remarks continued:

Project Data: Work under this project consists of 1) H-T pavement overlay with intermittent shoulder improvements for a basic two 12 ft. travel lanes with 6 ft. paved shoulders; 2) construct climbing lane (M.P. 88.85 to M.P. 90.12) and channelization at Green Ridge Road requiring grade, drain and H-T pave; 3) utility adjustments as required; and 4) incidentals common to this type of project.

Unusual Circumstances: 1) A mandatory material site will be used. Justification will be submitted by the Final Design Unit of the Technical Services Branch, 2) HES fund to be used for Green Ridge Road channelization between MP 94.76 & 95.00.

Notes: 1) This project is in Congressional District No. 2.
2) Included in the 6 Yr. HIP on Page 35, Index 312.
3) On-the-job trainees, as set forth in FHPM 6-4-1-2, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

CON 21-d
Santiam

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

October 5, 1984

IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-FR-HES-21-3(14)
Suttle Lake - Sisters Section, Santiam Highway
Mandatory Disposal Site
(Mr. Adams' letter, September 7, 1984, DES 16)

We have reviewed Mr. Adams' September 7 request to establish a mandatory disposal site at M.P. 83.75 on the Santiam Highway.

We find that it is in the public interest to establish the above mandatory disposal site, and we concur in the Highway Division's request. Our concurrence is based on the lack of suitable sites within the project limits to dispose of the excess material.

Sincerely yours,

G. K. Hoosner
for Dale E. Wilken
Division Administrator

cc:
OSHD (Mr Potter, Pgm Sec)
OSHD (Mr Versteeg, Design Engr)

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

September 7, 1984

In Reply Refer to
File No.: DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, OR 97301

RE: Suttle Lake-Sisters
Santiam Highway
Jefferson & Deschutes Counties

This letter is to request concurrence that it is in the public's best interest to establish a mandatory disposal site. The total excess material for the project is 36,000 cu.yds.

The proposed disposal site is at the Forest Service Snow Park on Corbett Lake Road, 500 feet south of M.P. 83.75 (See sketch map). Its' capacity is 14,000 c.y.

This material will haul from a proposed climbing lane between M.P. 88.85 and 90.12. The average haul will be 5.9 miles. The remainder of the excess material will be disposed of by the contractor.

A mandatory disposal site is preferred due to the sensitive environment of the National Forest, the 60 parking spaces that will be made available to the public at the snow park, and the lack of other suitable disposal sites.

Your concurrence is solicited that it is in the public's interest to require this mandatory disposal site.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, P.E.
Final Design Engineer

Atch.

bcc: H.S. Coulter
E. S. Hunter
D. D. Allen
J. L. Gaither

RECEIVED
STATE HWY ENGR
SEP 10'84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

Form 734-3122

7751

Date: July 25, 1984 PRO

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40029
Project No. F-FR-HES-21-3(14)
Suttle Lake-Sisters Section
Santiam Highway
Deschutes & Jefferson Counties

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on August 23, 1984.

DRH:bkb
Attachments
cc: L.E. George
Dale D. Allen (Region 4)
General Files

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 25, 1984

ECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
20, 3.8 mi. W. of Deschutes Co. Line, 13.8 mi.		3,800	----	----	10	Oregon	41	010 110 141	40029

WORK (35 typewriter	NATL. FOREST	7½ ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
Overlay						84(010)		F-FR-HES-	21-3	(14)		

nary (4R) and Hazard Elimination Program

COUNTY NAME: Jefferson & Deschutes
CODE: 017

ROUTE NO. P
FEDERAL-AID: 21
STATE: 16
U.S.: 20

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
E								
OW								
ONST CODE) 008 000	(12) (07)	"Suttle Lake-Sisters Section" HES FR F	13.28	277,800 2,292,400 267,800	250,000 2,020,750 236,060	27,800 271,650 31,740	(141) (110) (010)	
	DRH	PROJECT TOTALS	13.28	2,838,000	2,506,810	331,190		

ROVAL DATES 10-1-83

REMARKS
Additional Data: Item No. 40029; Project No. F-21-3(11).

-over

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067;
U.S.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

July 25, 1984

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 US 20, 3.8 mi. W. of Deschutes Co. Line, E. 13.8 mi. 65	ADT	PRESENT 3,800	FUTURE (66) (70) ----	YEAR (71) (72) ----	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Channelization & Overlay 62	NATL. FOREST (63) (65)	7½ ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. (72) (73) 84(010)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 28 F-FR-HES-	NUMBER 7 21-3

CARD 4	CLASS OF FEDERAL FUNDS Consolidated Primary (4R) and Hazard Elimination Program	COUNTY NAME Jefferson & Deschutes			COD 017
	NAME OF URBAN AREA 17-21	ROUTE NO. P	FEDERAL-AID 21 (82)	STATE 16 (86)	U.S. (87) 20

									ESTIMATED PROJECT COST BY PHASES			
CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) Y008 I000	(12) (07)	"Suttle Lake-Sisters Section" HES FR F	13.28	277,800 2,292,400 267,800	250,000 2,020,750 236,060	27,800 271,650 31,740	(141) (110) (010)

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	13.28	2,838,000 (16) (23)	2,506,810 (24) (33)	331,190	
1	14	PROGRAM APPROVAL DATES 10-1-83			REMARKS Additional Data: Item No. 40029; No. F-21-3(11).			

Key #01319

Suttle Lake-Sisters Section

Remarks continued:

Project Data: Work under this project consists of 1) H-T pavement overlay with intermittent shoulder improvements for a basic two 12 ft. travel lanes with 6 ft. paved shoulders; 2) construct climbing lane (M.P. 88.85 to M.P. 90.12) and channelization at Green Ridge Road requiring grade, drain and H-T pave; 3) utility adjustments as required; and 4) incidentals common to this type of project.

Unusual Circumstances: 1) A mandatory material site will be used. Justification will be submitted by the Final Design Unit of the Technical Services Branch, 2) HES fund to be used for Green Ridge Road channelization between MP 94.76 & 95.00.

Notes: 1) This project is in Congressional District No. 2.
2) Included in the 6 Yr. HIP on Page 35, Index 312.
3) On-the-job trainees, as set forth in FHPM 6-4-1-2, on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

7131

CON 21-4
[illegible]

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: July 18, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Suttle Lake-Sisters Section Santiam Highway

Region 4 has requested that Hazard Elimination Program funds be added to the subject project. It has been determined that channelization work in the vicinity of Green Ridge Road will qualify for this program. We are recommending that a lump sum not to exceed $250,000 of Federal funds be set up for this purpose.

Construction will be by contract with all phases of engineering being performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds
State	Suttle Lake-Sisters Section Santiam Highway Deschutes County	Approx. 3 Million	$250,000* *Lump sum maximum

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. GEORGE - TRAFFIC ENGINEER

APPROVED:

H S Coulter
State Highway Engineer

DATE: 7/24/84

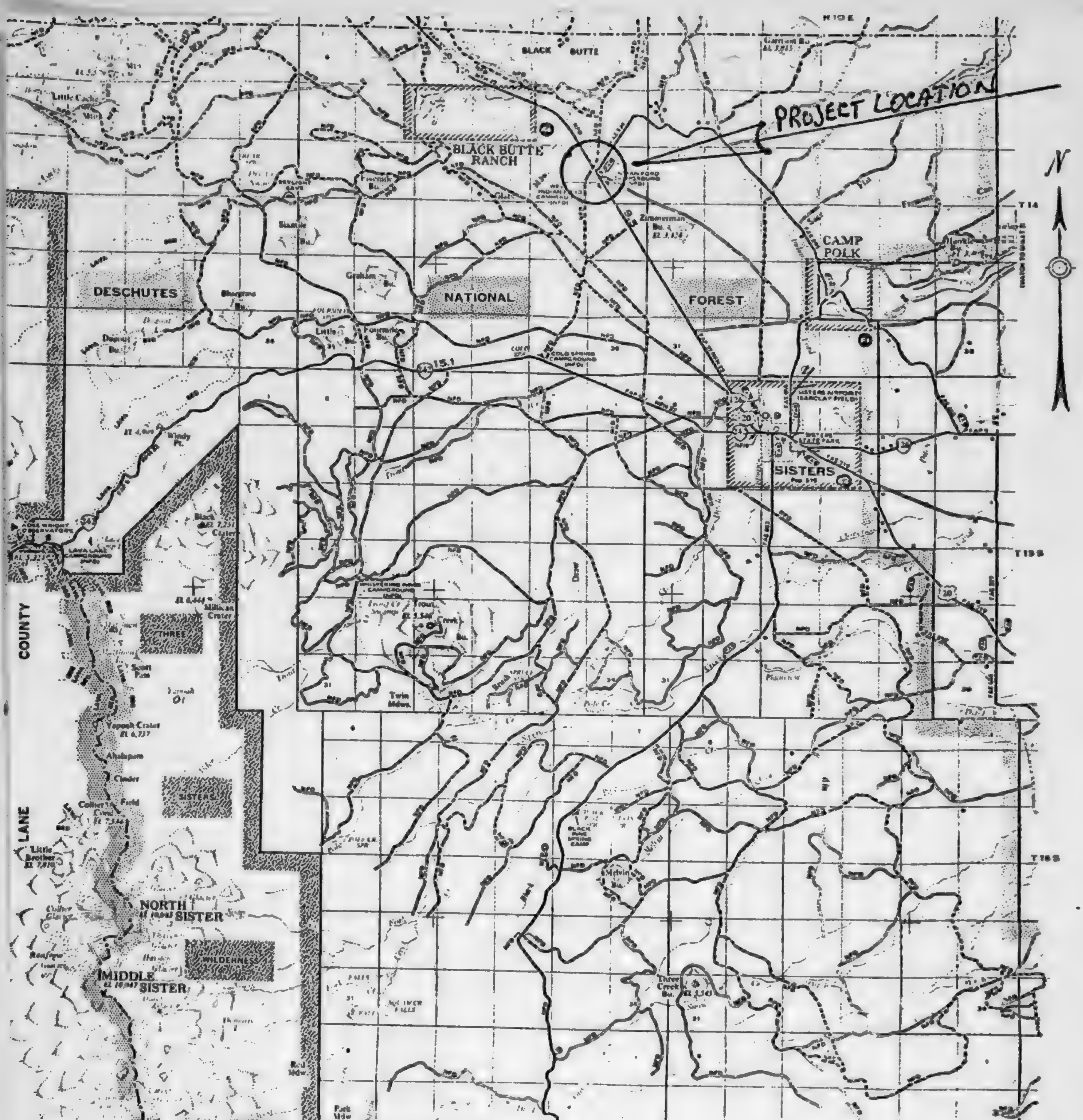
7-23
orig
~~[illegible]~~
cy
George
acctg
File

RECEIVED
STATE HWY ENGR
JUL 20 '84
REFER TO
FOR

Info	Inver	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials


PROJECT LOCATION
N
BLACK BUTTE
BLACK BUTTE RANCH
Zimmerman Bu.
CAMP POLK
T14
DESCHUTES
NATIONAL
FOREST
SISTERS
T15S
LANE
COUNTY
Black Crater
Millican Crater
THREE
Scott Pass
Yapoah Crater
SISTERS
Little Brother
NORTH SISTER
WILDERNESS
MIDDLE SISTER
Twin Mdws.
Melvin Bu.
T16S
Three Creek Bu.
Park Mdw
AREA
SOUTH SISTER
BROKEN TOP
Triangle Hill
T17S
DESCHUTES COUNTY
OREGON

16N

ROAD DESIGN SECTION DES 16

Gary Potter
Project Manager

July 16, 1984

From: Donald R. Adams
Final Design Engineer

Subject: Suttle Lake-Sisters
Santiam Highway
Deschutes and Jefferson Counties

This project is scheduled for a bid opening on August 9, 1984 and has been delayed and is currently expected to be ready for bid opening August 23, 1984.

Funding shown on the schedule is $2,838,000. Our current estimate for the project is $4,079,000. The cost increase is caused by escalation of unit prices over the original estimate and widening of shoulders for part of the job to construct 6-foot bicycle shoulders instead of the proposed 4-foot shoulders.

Programmed amount for this project should be increased to reflect the current estimate.

DRA:ja

1 Versteeg ✓
Anderson
Adams
[illegible]
Edwards
Terpin
Trout
Wakerlig

RECEIVED
[illegible]
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

1731

file

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: July 11, 1984

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening August 9, 1984

Federal-aid Project No. F-21-3( ) Highway No. 16

Federal-aid Project Name Suttle Lake - Sisters

County Deschutes

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

[X] No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

[ ] Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[ ] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

Rod Henry

RH: jr

cc: J. H. Versteeg
Joe Gaither
Don Aman

PROGRAM SECTION
JUL 11 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one B/D D/R
Act Disc Info File

81-128-1367

9731

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Gary A. Potter
Program Management

DATE: July 10, 1984

FROM: Cam Gilmour, Manager
Environmental Section Cam

SUBJECT: Noise Clearance-Contract Letting Date
August 9, 1984

The following projects have been reviewed in accordance with directive FHPM 7-7-3 are are hereby cleared for submittal to the FHWA for PS&E approval. Projects are categorized into groups describing their applicability to the provisions of the directive.

GROUP I

FHPM 7-7-3 does not apply to the following projects:

1. Gales Creek Bridge #13189
   Ritchey Road
   Washington County BROS-3400(-)

2. South Tigard Interchange-Willamette River Bridge
   Pacific Highway I-5
   Washington County IR-5-5(-)283

3. Pacific Highway at Hardcastle Avenue (Woodburn)
   Marion County HES-26(35)

4. Walton-M.P. 34.0 (Bikeway)
   Florence-Eugene Highway
   Lane County State

5. Linn/Lane County Line-California State Line
   Pacific Highway, Eugene-Springfield Highway
   Various Counties IR-5-1(107)00

6. Hood River-The Dalles
   Columbia River Highway
   Wasco County IR-84-2(-)64

GROUP II

FHPM 7-7-3 applies to the following projects:

A. Noise Study Report attached:

   1. Suttle Lake-Sisters
      Santiam Highway
      Jefferson & Deschutes Counties F-21-3(-) 14

CM:LD:gc

cc: J. H. Versteeg

PROGRAM SECTION
[illegible]
Info File

9731

N

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

PROJECT	Suttle Lake - Sisters Section	PREPARER	Lee Doss
HIGHWAY	Santiam	DATE	7-10-84
COUNTY	Jefferson & Deschutes	CITY	Sisters (E'ly Terminus)

REGISTERED PROFESSIONAL ENGINEER
6777
OREGON
JULY 17, 1970
JOSEPH N. SPEIGHT

PROJECT DESCRIPTION:

The project will resurface and widen the highway from M.P. 87.05 to M.P. 100.36 in Sisters. A climbing lane eastbound will be added from M.P. 88.85 to M.P. 90.12, enabling eastbound traffic to better sort itself out.

Versteeg
Anderson
cy Adams
B cy Lincnab
Edwards
Terpin
✓ Trout
Wakerlig

RECEIVED
JUL 10 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

EXISTING LAND USE ACTIVITIES:

Most land is in undeveloped forest, but is very popular for improptou mountain camping and other recreation. There are two new isolated subdivision housing areas neighboring the project, as well as the Indian Ford Campground, but all housing units and campsites are over 200 feet from the highway.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

Peak Truck Hour

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq @ 50 feet	Leq 67 dBA Contour Distance (from road centerline)
	(vehicles per hour)					
1984 (Existing)	330	10	25	55	68 dBA	62 ft.
2005 (No-Build) (Build)	600	20	50	55	71 dBA	97 ft.

EXISTING SOUND LEVELS:

No noise measurements were taken in the field.

TRAFFIC NOISE IMPACTS:

None. Existing receptors are distant enough to be beyond the area of noise that will exceed abatement criteria.

TRAFFIC NOISE MITIGATION:

None proposed.

CONSTRUCTION NOISE: Earthmoving and paving machinery will be the main noise emitters.

Impacts: Temporary.

Mitigation: ~~See Attachment.~~ Standard construction noise specifications shall apply.

LOCAL COORDINATION:

A copy of this report will be sent to Jefferson and Deschutes Counties and the City of Sisters to aid in planning along this portion of the Santiam Hwy. Responsibility for noise mitigation in future developments on private properties adjacent to this project will rest with local authorities and with the developer.

9931

CON 21-4
Santiam
c

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION TEN
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

May 9, 1984

IN REPLY REFER TO
HFO.4/5

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-21-3(11)
Suttle Lake - Sisters Section, Santiam Highway
Exception to Design Standards
(Mr. Versteeg's letter, DES 16, March 19, 1984)

We have reviewed the subject letter, forwarded by Messrs. Adams and Mann, requesting an exception to the minimum design criteria as set forth in the "Geometric Design Standards for Highways Other than Freeways, AASHTO 1969," for shoulder width on this proposed project.

We concur in your request for reduced shoulder width on this project. Our concurrence is conditioned on the continued use of 12-foot travel lanes and appropriate safety treatment at the Lake Creek Bridge.

Sincerely yours,

G. K. Hosmer
for Dale E. Wilken
Division Administrator

cc:
OSHD (Mr Potter, Pgm Sec)
OSHD (Mr Adams, Final Des)

NOTED
E. S. HUNTER

cy
5-17-84

RECEIVED
TECHNICAL SERVICES
MAY 17 '84
REFER TO
Versteg
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
MAY 15 '84
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ROAD DESIGN SECTION

~~DES 16~~
DES 19

John Scofield
Surfacing Design Engineer

February 3, 1984

Donald R. Adams
Final Design Engineer

"Roadglas" Spot Repair System

1 Versteeg ✓
Anderson
Adams
Macnab
Steudenmeyer
Terpin
Trost
Wakerlig

RECEIVED
FEB 7 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Gordon Beecroft has recommended that we try the "Roadglas" system to repair pavement cracks in the Central and Eastern Oregon environment. I attach a copy of his letter of January 5, 1984.

Would you develop a scheme for including this in the Suttle Lake-Sisters project which, as I mentioned to you earlier, seems like a likely candidate. Gordon should probably be involved in setting this up, so he provide some follow-up evaluation of the installations.

The Suttle Lake-Sisters job is currently scheduled for the second quarter of fiscal '85. You might want to work with Gordon to determine whether or not a demonstration-type study should be conducted for this material.

Gordon also mentions the use of a heavy duty bituthene over the cracks and joints in concrete pavement. This may be the kind of thing to use on the North Jefferson-North Albany project to develop some experience with this material. We could also use the "Roadglas" system on this project.

Please give me your recommendations and a proposal for these kinds of installations.

DRA:ja

Attachment

cc J. H. Versteeg (enc.)
Frank Terpin "
Don Beecroft "

Hal -

Suggested Contracts for using 'Roadglas' are N. Jeff. Inchg - N. Albany and Suttle Lake - Sisters. Blue Mtn - Phillips Creek Rd might work but I don't believe the trans. crack are available to seal. I think we're too late for Lava Butte - Fremont Hwy job.

Do after Contract

Jobs available are limited & some that might work are distant from civilization & have traffic.

We've talked about N Jeff - N. Albany already & I'd recommend it for a test installation of several transverse cracks. The Suttle Lake job may give a different service aspect & I'd recommend further tests there

Don

RES

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. H. Versteeg
Road Design Engineer

DATE: January 5, 1984

FROM: Gordon
Gordon Beecroft
Research Engineer

SUBJECT: "Roadglas" Spot Repair System

You asked if using the "Roadglas" system which utilizes a chemically modified asphalt binder and fiberglass reinforcing strips was a good idea. I would like to see this type of repair tried in Central and Eastern Oregon where thermal cracking is a frequent concern. I have observed the "Roadbond" binder being used to seal shrinkage cracks on the Albany airport. They did not use the fiberglass. The binder is very tenacious and retains its flexibility very well. It is also quite expensive. I observed the Albany crack filling again after it went through one winter and it generally looked good. I thought I detected some loss of bond, but the cracks were not well cleaned before sealing. Where a thin wearing course is planned, the fiberglass strips should provide worthwhile benefit. I recall Georgia found heavy duty bituthene strips over cracks and joints in concrete pavement was very effective in delaying reflective cracking. On several occasions I have recommended that we use the bituthene strips and still feel that we should try them. The fiberglass strips would serve similarly and I would like to see us try them too.

Cy to Scofield
Versteeg
Turpin
Beecroft 2-7-84 ja

GB:dp

cc: R. N. Bothman

1 Versteeg ✓
Andersen
2 Adams
3 Macnab
Stoudenmeyer
Turpin
Trout
Weberlig

RECEIVED
JAN 05 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Don where can we use these
H

Suttle Lake - Sisters
N. Powder - Baldock Slough
PCC

Scoffeld suggests N. Jeff - N. Albany to try some of these joint treatment.

81-123-1387

9-21

CON 21-4
Santiam
'84

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

November 15, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Suttle Lake - Sisters
Santiam Highway
Deschutes County
F-21-3(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. This project was previously programmed as a statewide Categorical Exclusion. However, due to the cost and scale of the proposed work, a separate Project Environmental Classification was prepared. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

[illegible]

12/5/83
for Division Administrator Date
[illegible] OREGON DIVISION

ENVIRONMENTAL SECTION
December 8, 1983

cc:
J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Dale Allen
John Hagedorn
Rolland VanCleave
Robert Lammert

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Suttle Lake--Sisters

REGION: 4

ESTIMATED RIGHT-OF-WAY IMPACTS

It is anticipated, at this time, that additional R/W will not be needed.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

No impact; consistent.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

There should be no impact regarding the volume of traffic. The flow should be considerably smoother because of the opportunities to pass that will be provided by the addition of passing lanes M.P. 88.85-90.12 and M.P. 93.90-94.62. The passing opportunities should also enhance safety.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No impact on rivers, streams, etc. The only areas of new grading will be for the two passing lanes above mentioned. Mostly, the grading will be excavation in comparatively shallow cuts. The predominant flora in these cuts is sagebrush with scattered ponderosa pine. It is the opinion of the engineer that very few pines will be affected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

NONE

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None apparent.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project requires no right-of-way, other project impacts are not expected to be significant.

OTHER DOCUMENTATION

Cultural Resource Survey
Noise Study Report

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X	388-6185	December 5, 1983

734-1913 (7-82)

LOC 21-4
Santiam

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: Gary A. Potter, Manager
Program Section

DATE: May 23, 1983

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Suttle Lake-Sisters
Santiam Highway
Deschutes County

Attached is a project request from Dale Allen which was sent directly to me.

Would you please process this request.

FET:PL:ge
Attachment

cc Dale Allen
E. S. Hunter
R. T. Ewen

RECEIVED
TECHNICAL SERVICES
MAY 23 '83
REFER TO
FOR
Info Invest R/D D/R Sign Act File

Con 21-4
Santiam

rll

U. S. DEPARTMENT OF TRANSPORT[illegible]ON
FEDERAL HIGHWAY ADMINISTR[illegible]ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-21-3(11)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Deschutes - 72%
Jefferson - 28%

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40029

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
10/24/83

8. FEDERAL ROUTE NUMBER
Primary 21

9. STATE ROUTE NUMBER
Primary 16

10. GENERAL LOCATION:
Suttle Lake - Sisters Section
[illegible]

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
TEC $36,500
F.F $32,174
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 10/11/83.

RECEIVED
STATE HWY ENGR
OCT 27 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
10/27

14. DATE
10/24/83

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7731

16 N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

10-31-83 Jefferson Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION	Suttle Lake - Jefferson/Deschutes County Line Unit Suttle Lake - Sisters Sect.
REGION	4

SURVEY AUTHORITY Hwy #16

AUTHORIZATION NO.	PREFIX	DATE
1	16-1982	

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,360	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 980
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		140
903 LOCAL GOVERNMENT			918 LOCATION		280	935 SOILS		280
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		56
905 FINAL DESIGN		3,360	920 PROGRAM MANAGEMENT		56	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		840	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		28	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		56	950 TRAINING		28
910 REGION GEOLOGIST		560	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		85	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		85	932 RAILROAD & UTILITIES		28			

TOTALS	$	$ 10,220
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
F-21-3(11)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
2 Adams
cy Macnab
3 Stoudenmeyer
Terpin
4 Trout
cy Wakerlig
5 Milly

RECEIVED
NOV 09 1983
ROAD DESIGN SECTION

cy Lyle
Do Not File ☐
Return To
Bring Up
Action

-mc

On Prelim HIP For Work in Jefferson Co

PREPARED BY Orig. signed by J Hagedorn	DATE 9-23-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/1/83
RECOMMENDED, REGION ENGINEER XOrig, signed by Dale Allen	DATE 9-23-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 10-31-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83	

734-1914 (7-82)

77-31　　　　　　　　　　　　　　　　　　　　16

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION Jefferson/Deschutes County Line - Sisters Unit Suttle Lake--Sisters Sect.	REGION 4

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 9-1926	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,640	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 2,520
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		360
903 LOCAL GOVERNMENT			918 LOCATION		720	935 SOILS		720
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		144
905 FINAL DESIGN		8,640	920 PROGRAM MANAGEMENT		144	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,160	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		72	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		144	950 TRAINING		72
910 REGION GEOLOGIST		1,440	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		215	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		215	932 RAILROAD & UTILITIES		72			
						TOTALS	$	$ 26,280
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER F-21-3(11)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

1 Versteeg
Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig
5 Molly

RECEIVED
NOV 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

On Prelim [illegible]　　For Work in Deschutes Co.

PREPARED BY Hagedorn	DATE 9/23/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Wendell E. Schmitz	DATE 10/12/83
RECOMMENDED, REGION ENGINEER X Keith Allen	DATE 9/23/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Versteeg for	DATE 10-11-83
RECOMMENDED, LOCATION ENGINEER X	DATE 10/11/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83	

734-1914 (7-82)

PROJECi PROSPECTUS
PART 1 — PROJECT REQUEST

CORRECT_D 9/23/83

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01319

REGION 4

SECTION Suttle Lake-Sisters

STATE HIGHWAY # 16	HIGHWAY NAME Santiam	MILE POST FROM 87.08 TO 100.36	LENGTH 13.28
☐ URBAN ☒ RURAL	CITY	COUNTY Deschutes	ROAD/STREET NAME
ROUTE # U. S. 20	FEDERAL AID # 21	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 30. ~~15.~~
RIGHT OF WAY		$ --
ROADWAY	$ 2,295. ~~2,045.~~	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 70.	
	$	
20% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 473. ~~846.~~	
TOTAL CONSTRUCTION		$ 2838. ~~2,961.~~
TOTAL ESTIMATE		$ 2,868 ~~2,976.~~

PROJECT DATA		
GRADING	(✓)	x
PAVING	(✓)	x
STRUCTURES	(✓)	
SIGNING	(✓)	x
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	3
WORK TYPE	(1-12)	2

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85	RECOMMENDED FUNDING SOURCE FA & HES * (See sheet 2)	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2-3
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	3800	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

~~Pavement surface is in very poor condition. Traffic congestion in areas of proposed climbing lanes has been deemed necessary to preclude safety problems.~~

Pavement is in very poor condition. Proposed climbing lanes have been deemed necessary in areas of traffic congestion to preclude safety problems.

PROPOSED SOLUTION

Two alternatives are proposed: (1) overlay the existing 2 lanes (include several channelizations); (2) Add 2 climbing lanes eastbound, 1.3 miles and 0.7 miles in length, and overlay all.

Alternate (2) Selected
Also include Green Ridge Rd. channelization (Title II)

REQUESTED, REGION ENGINEER X	DATE 9/23/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Suttle Lake-Sisters

REGION: 4

PROJECT JUSTIFICATION

This highway, of "Statewide" importance, has very poor pavement. It is beyond the scope of state maintenance forces to correct.

Two alternatives are proposed: (1) Merely overlay the existing; (2) Overlay the existing and adding two climbing lanes, 1.3 miles and 0.7 miles in length.

The climbing lane alternate estimate is approximately 13% higher than the overlay only.

The cost estimate shown is for the climbing lane alternate.

*Green Ridge Road channelization to be incorporated into the project.

The amount of $250,000., authorized in L.E. George's letter of Sept. 23, 1983, has been added to this request. These are Title II, HES funds and reflect a satisfactory B/C ratio.

Please note that Region recommends an early (1st quarter) FY 1985 letting date.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Suttle Lake--Sisters

REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N ~~S~~	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0	NEW (#) 0

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y

UTILITIES E (LIST BELOW)

COMPANIES
Telephone cable buried adjacent
Power lines adjacent and crossing

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							SEE ATTACHMENT									

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Asph. concrete	4"	5"			
Agg. base	18"				

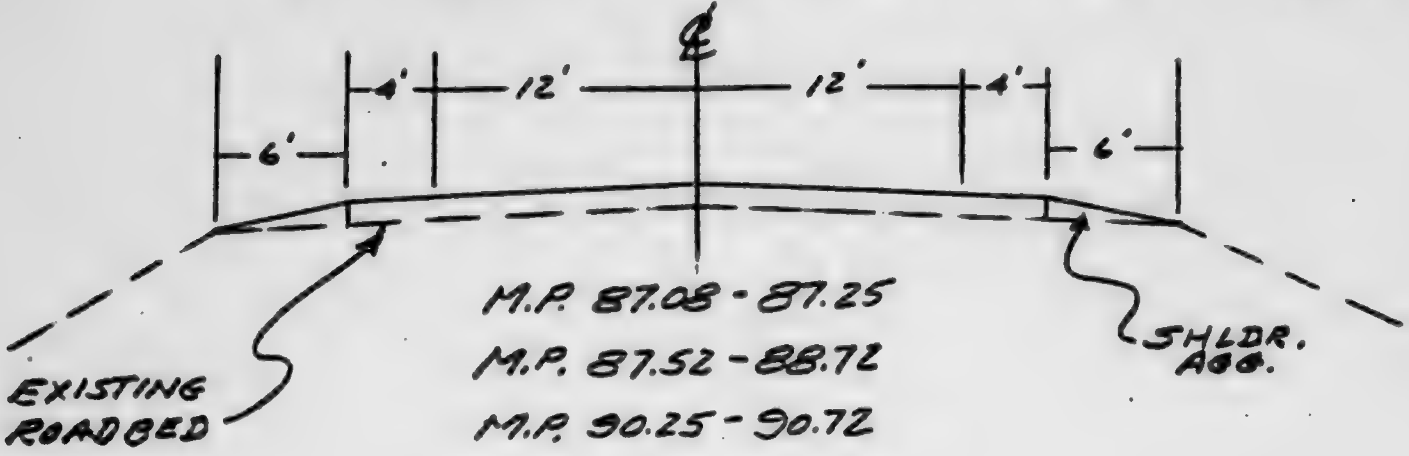
STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

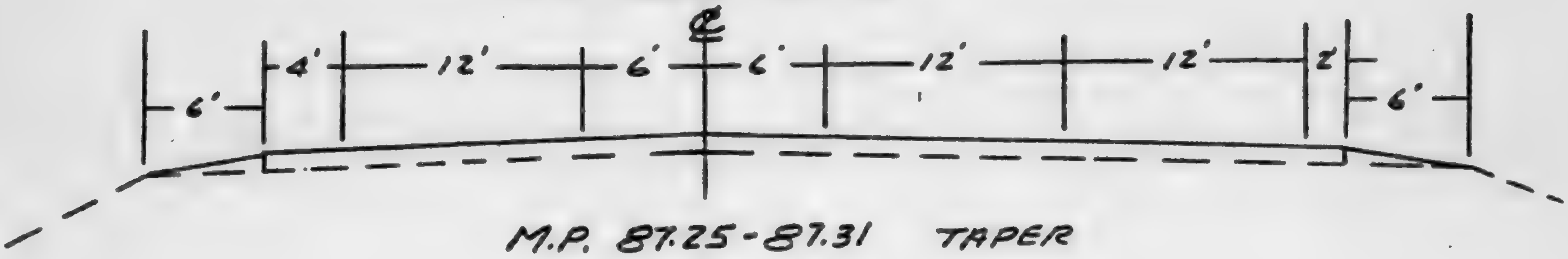
APPROVED
Location Engineer
Date

734-1912 (7-82)

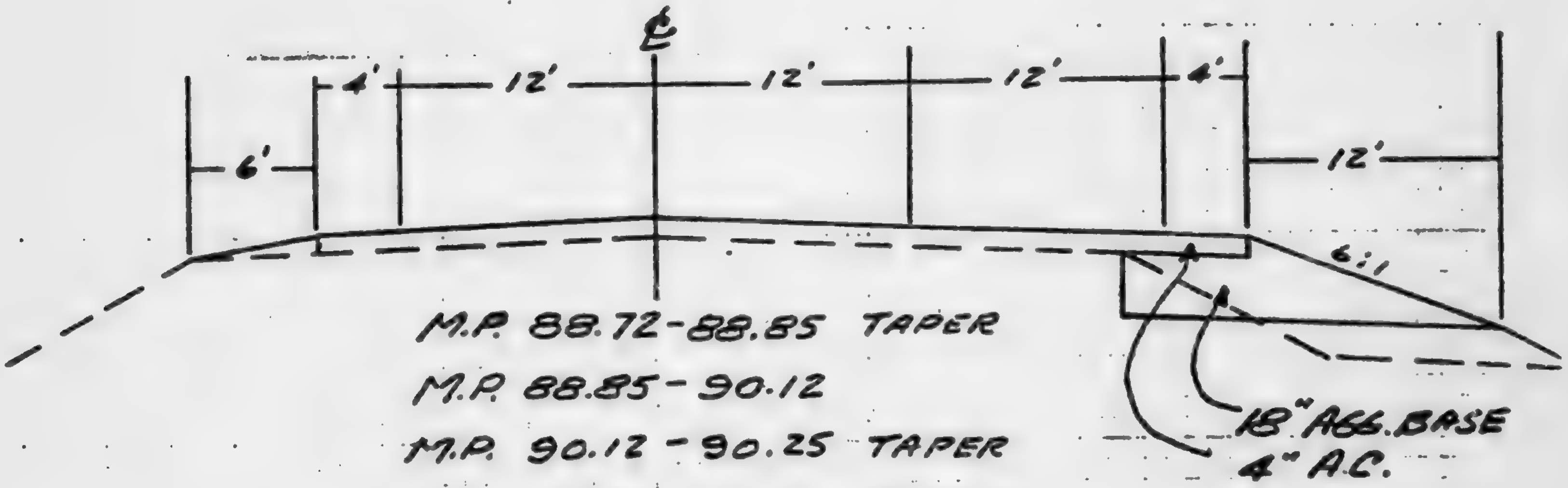
TYPICAL SECTIONS Sht. 1 of 2


℄
4'
12'
12'
4'
6'
6'
EXISTING ROADBED
SHLDR. AGG.

M.P. 87.08 - 87.25
M.P. 87.52 - 88.72
M.P. 90.25 - 90.72
M.P. 91.08 - 92.68
M.P. 100.19 - 100.36


℄
6'
4'
12'
6'
6'
12'
12'
2'
6'

M.P. 87.25 - 87.31 TAPER
M.P. 87.31 - 87.46
M.P. 87.46 - 87.52 TAPER

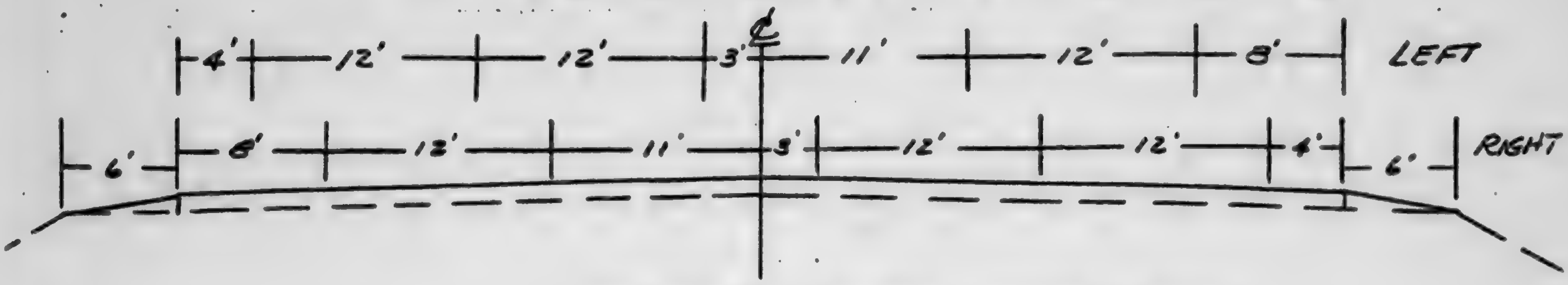

℄
4'
12'
12'
12'
4'
6'
12'
6:1
18" AGG. BASE
4" A.C.

M.P. 88.72 - 88.85 TAPER
M.P. 88.85 - 90.12
M.P. 90.12 - 90.25 TAPER
M.P. 93.77 - 93.90 TAPER
M.P. 93.90 - 94.62
M.P. 94.62 - 94.75 TAPER

ALL OVERLAY SECT.: 1" A.C. LEVEL CRSE.
2" A.C. BASE LIFT
2" A.C. WEARING CRSE.

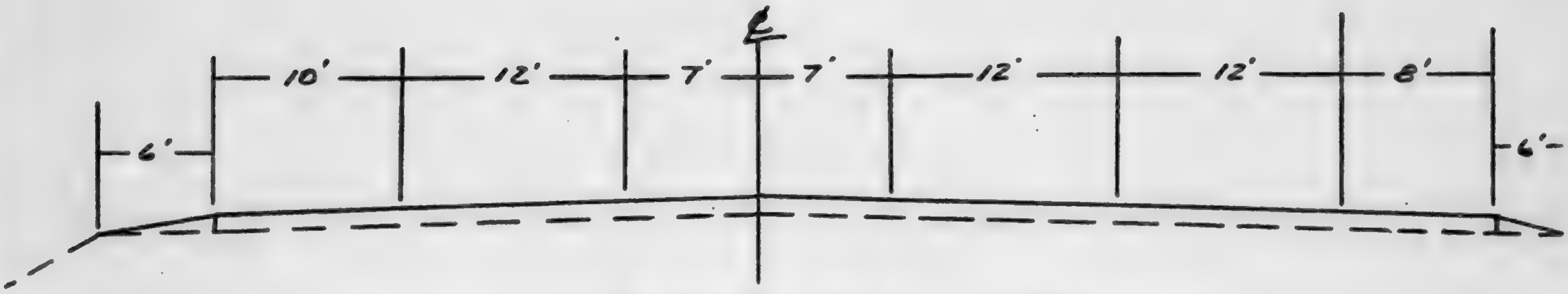
SUTTLE LAKE - SISTERS

TYPICAL SECTIONS Sht. 2 of 2



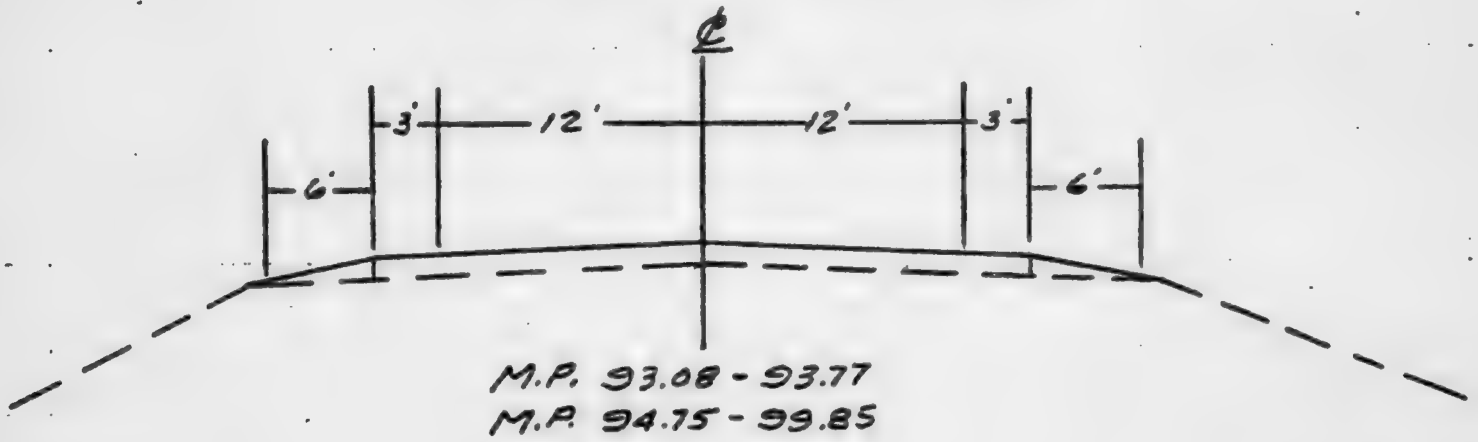
℄
4'
12'
12'
3'
11'
12'
8'
LEFT
6'
8'
12'
11'
3'
12'
12'
4'
6'
RIGHT

M.P. 90.72 - 90.88 TAPER RIGHT
M.P. 90.88 - 90.94
M.P. 90.94 - 91.08 TAPER LEFT

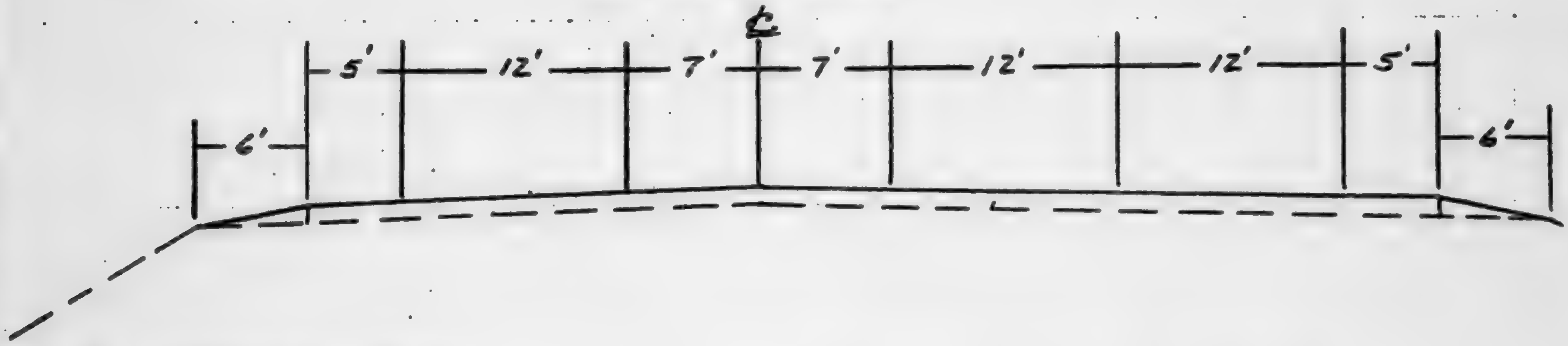


℄
10'
12'
7'
7'
12'
12'
8'
6'
6'

M.P. 92.68 - 92.80 TAPER
M.P. 92.80 - 92.90
M.P. 92.90 - 93.08 TAPER



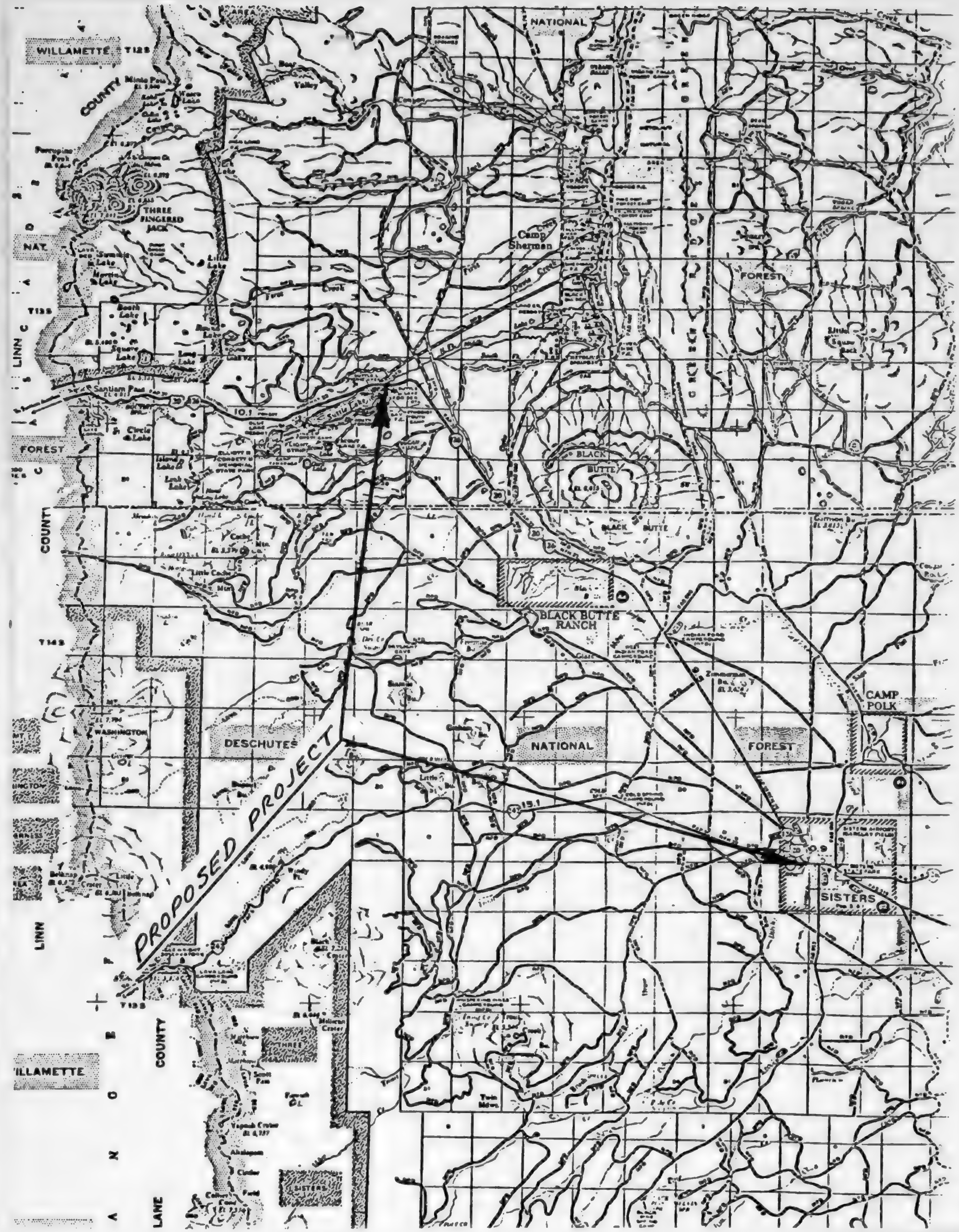
M.P. 93.08 - 93.77
M.P. 94.75 - 99.85



℄
5'
12'
7'
7'
12'
12'
5'
6'
6'

ALL OVERLAY SECT:
1" A.C. LEVEL CRSE.
2" A.C. BASE LIFT
2" A.C. WEARING CRSE.

SUTTLE LAKE - SISTERS


PROPOSED PROJECT
WILLAMETTE
NAT.
FOREST
LINN COUNTY
LANE COUNTY
CASCADE
THREE FINGERED JACK
Santiam Pass
NATIONAL
Camp Sherman
FOREST
BLACK BUTTE
BLACK BUTTE RANCH
DESCHUTES
NATIONAL
FOREST
CAMP POLK
SISTERS
WASHINGTON
T12S
T13S
T14S
10.1
15.1
0.9

1985 I.O.N. Hwy.Br's Sec, I.O.N. 9932
Hwy. @ various locations S. of Jordan
Valley. (gr, pav, str.)

C+A 8096 3-23-84

9932

J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 7-37	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	6-8-88	County Malheur
MODIFICATION NUMBER 4		Project Number BRF-87(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 14, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,829,101	$ 1,832,930
Federal funds	$ 1,284,393	$ 1,287,456
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of JUN, 19 88.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph H. Speight for

Manager, Program Section
(Title)

~~By~~ For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon July 5, 1988

Federal-Aid Project No. BRF-87(5)

I.O.N. Highway Bridge Section
I.O.N. Highway
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Owyhee Bridge #1945A (Sta. 3609+50 to 3613+50)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Seeding, Fertilizing and Mulch.	Acre	$ 1,000.00	3.90	$ 3,900.00	4.10	$ 4,100.00
				$ 3,900.00		$ 4,100.00

Total Increase	$ 200.00
Subtotal as on previous estiamte of February 2, 1988	611,427.48
Subtotal	$ 611,627.48
Engineering	57,315.52
Total	$ 668,943.00

Type Code X080
Antelope Canal First X'ing Bridge #1947A
(Sta. 4875+43 to 4875+93.50)

Temporary Delineators	EA	$ 15.00	64	$960.00	81	$ 1,215.00
Embankment in Place	CY	6.00	3,923	$ 23,538.00	4,485.40	$ 26,912.40
				$ 24,498.00		$ 28,127.40

Total Increase	$ 3,629.40
Subtotal as on previous estimate of February 2, 1988	$ 239,391.59
Subtotal	$ 243,020.99
Engineering	$ 29,923.01
Total	$ 272,944.00

Jordan Creek Bridge #1948A (Sta. 4988+25 to 4988+65)

Subtotal as on previous estimate of February 2, 1988	$	327,901.56
Engineering	$	40,987.44
Total	$	368,889.00

Type Code Y007
Sheep Creek Bridge #2429A (Sta. 4982+00 to 4982+50)

Subtotal as on previous estimate of February 2, 1988	$	132,418.29
Engineering		16,552.71
Total	$	148,971.00

Type Code Y007
Jordan Creek O'Flow Bridge #2430A (Sta. 4995+00 to 499.50)

Subtotal as on previous estimate of February 2, 1988	$	132,954.69
Engineering		16,619.31
Total	$	149,574.00
GRAND TOTAL	$	1,609,321.00

Nonparticipating State Work

Total as on estimate of January 9, 1985	$	223,609.00

SUMMARY OF FUNDS (80%)

Description	Appn Code	TEC	Federal Funds	State Funds
Structures	118	$ 1,609,321.00	$ 1,287,456.00	$ 321,865.00
Nonpartic.	---	223,609.00	--	223,609.00
Total		$ 1,832,930.00	$ 1,287,456.00	$ 545,474.00

Sub-Jobs 010 = 0%; 011 = 85%; 090 = 0%; 091 = 15%
Contract No. 9,932
Prefix: C123-1909 (PE)
C09932

DDB:jc

9432

J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-31		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Malheur
MODIFICATION NUMBER 3		Project Number BRF-87(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 14, 1985.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,598,992	$ 1,829,101
Federal funds	$ 1,279,193	$ 1,284,393
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of February, 1988.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

Manager, Program Section
(Title)

By For: Donald R. Adams

Acting State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 2, 1988

Federal-Aid Project No. BRF-87(5)

I.O.N. Highway Bridge Section
I.O.N. Highway
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Owyhee Bridge #1945A (Sta. 3609+50 to 3613+50)

Subtotal as on Estimate of October 15, 1986		$ 611,427.48
	Engineering	57,315.52
	Total	$ 668,743.00

Antelope Canal (1st X'ing) Br. #1947A
(Sta. 4875+43 to 4875+93.50)

Total as on Estimate of October 15, 1986		$ 269,315.00

Jordan Creek Bridge #1948A
(Sta. 4988+25 to 2988+65)

Total as on Estimate of October 15, 1986		$ 368,889.00

Type Code Y007
Sheep Creek Br. #2429A (Sta. 4982+00 to 4982+50)

Total as on Estimate of October 15, 1986		$ 148,971.00

Type Code Y007
Jordan Creek O'Flow Br. #2430A
(Sta. 4995+00 to 4995+50)

Total as on Estimate of October 15, 1986		$ 149,574.00
	Total	$1,605,492.00

Nonparticipating State Work

Total as on Estimate of January 9, 1985	$ 223,609.00

SUMMARY OF FUNDS (80%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Structures	118	$1,605,492.00	$1,284,393.00	$321,099.00
Nonparticipating	---	223,609.00	---	223,609.00
TOTAL		$1,829,101.00	$1,284,393.00	$544,708.00

Sub-Job 010 = 0%; Sub-Job 011 = 85%; Sub-Job 090 = 0%; Sub-Job 091 = 15%
Contract No. 9932
Prefix: C123-1909 (PE)
Prefix: C09932

DDB:me

1132

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	10-547
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-24-86

State	Oregon
County	Malheur
Project Number	BRF-87(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 14, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,576,762.00	$ 1,598,992.00
Federal funds	$ 1,261,409.00	$ 1,279,193.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XX~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon October 15, 1986

Federal-Aid Project No. BRF-87(5)

I.O.N. Highway Bridge Section
I.O.N. Highway
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Owyhee River, Bridge No. 1945A
(Sta. 3609+50 to Sta. 3613+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
"Idaho Mix" AC	$39.00	---	---	570	$22,230.00	
					$22,230.00	
					Increase	$ 22,230.00
					Subtotal from Estimate of September 25, 1985	589,197.48
					Subtotal	$611,427.48
					Engineering	50,815.52
					Total	$662,243.00

Type Code X080
Antelope Canal (1st X'ing) Bridge No. 1947A
(Sta. 4875+43 to Sta. 4875+93.50)

Total as on Estimate of January 9, 1985	$269,315.00

Type Code X080
Jordan Creek, Bridge No. 1948A (Sta. 4988+25 to Sta. 4988+65)

Total as on Estimate of January 9, 1985	$368,889.00

Type Code Y007
Sheep Creek, Bridge No. 2429A (Sta. 4982+00 to Sta. 4982+50)

Total as on Estimate of January 9, 1985	$148,971.00

Type Code Y007
Jordan Creek O'Flow, Bridge No. 2430A (Sta. 4995+00 to Sta. 4995+50)

Total as on Estimate of January 9, 1985	$149,574.00

Federal Funds (80%)	$1,279,193.00
State Funds	319,799.00
TOTAL	$1,598,992.00

Nonparticipating State Work

Total as on Estimate of January 9, 1985	$223,609.00

Appn Code: 118
Group 1 = 85%; Group 9 = 15%
Contract No. 9932
Prefix: 123-1909 PE; C09932

RLC:me

7022

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-86	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Malheur
MODIFICATION NUMBER 1	10-15-85	Project Number BRF-87(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 14, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,394,092.00	$ 1,576,762.00
Federal funds	$ 1,115,273.00	$ 1,261,409.00
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Potter

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 25, 1985

FEDERAL AID PROJECT NO. BRF-87(5)

I.O.N. HIGHWAY BRIDGE SECTION
I.O.N. HIGHWAY
MALHEUR COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
OWYHEE RIVER, BRIDGE NO. 1945A
STA. 3609+50 to STA. 3613+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
48-inch Culvert Pipe (PA-1B)	$ 50.00			200	$ 10,000.00
Geotextile Subgrade (PA-7A)	1.12			8,634	9,670.00
Concrete Deck Replacement (PA-8A)				100%	163,000.00
					$182,670.00

Increase	$ 182,670.00
Subtotal from estimate of Jan. 9, 1985	406,527.48
Subtotal	$ 589,197.48
Engineering	50,815.52
Total	$ 640,013.00

TYPE CODE X080
ANTELOPE CANAL (1ST X'ING) BRIDGE NO. 1947A
(STA. 4875+43 to STA. 4875+93.50)

Total as on estimate of January 9, 1985	$ 269,315.00

TYPE CODE X080
JORDAN CREEK, BRIDGE NO. 1948A (STA. 4988+25 to STA. 4988+65)

Total as on estimate of January 9, 1985	$ 368,889.00

TYPE CODE Y007
SHEEP CREEK, BRIDGE NO. 2429A (STA. 4982+00 to STA. 4982+50)

Total as on estimate of January 9, 1985	$ 148,971.00

TYPE CODE Y007
JORDAN CR. O'FLOW, BRIDGE NO. 2430A (STA. 4995+00 to STA. 4995+50)

Total as on estimate of January 9, 1985	$ 149,574.00

Federal Funds (80%)	$ 1,261,409.00
State Funds	315,353.00
Total	$ 1,576,762.00

Nonparticipating- State Work

Total as on estimate of January 9, 1985	$ 223,609.00

Group 1 85%: Group 9: 15%
Contract No. 9932
Prefix: 123-1909 PE; C09932
RLC:bkb

- 9932

STATE COPY

TO BE COMPLETED BY FHWA 1- 130	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY MALHEUR PROJECT NO. BRF-87(5)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I.O.N. Highway Bridges (Br. #2430, 1948, 1947, 1946 & 1945)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-28-84	0.104

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT $ 1,394,092	FEDERAL FUNDS $ 1,115,273

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Gary C. Potter
Manager, Program Section
(Title)
~~By~~ FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By Tony Burrow *(Division Administrator)*
For: Dale E. Wilken
Date executed by Division Administrator JAN 14 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 9, 1985

FEDERAL AID PROJECT NO. BRF-87(5)

I.O.N. HIGHWAY BRIDGES SECTION
I.O.N. HIGHWAY
MALHEUR COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
OWYHEE RIVER, BRIDGE NO. 1945A, (Sta. 3609+50 to Sta. 3613+50)

Mobilization	Lump Sum	25%	Lump Sum	$ 20,000.00
Temporary Protection and Direction of Traffic	Lump Sum	25%	Lump Sum	1,250.00
Temporary Signs	Sq. Ft.	110	7.00	770.00
Temporary Barricades	Each	1	50.00	50.00
Temporary Guard Rail, Type 2A, Reflectorized	Lin. Ft.	375	20.00	7,500.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	675	10.00	6,750.00
Moving Temporary Concrete Barrier	Lin. Ft.	675	5.00	3,375.00
Temporary Traffic Signals	Lump Sum	All	Lump Sum	20,000.00
Flaggers	Hour	80	12.00	960.00
Clearing and Grubbing	Lump Sum	6%	Lump Sum	600.00
Removal of Structures and Obstructions	Lump Sum	23%	Lump Sum	1,150.00
General Excavation	Cu. Yd.	1,967	2.60	5,114.20
Watering	M-Gal.	77	6.00	462.00
1"-0 Aggregate Base	Ton	2,900	9.50	27,550.00
Class B Asphalt Concrete	Ton	650	39.00	25,350.00
Guard Rail, Type 2A	Lin. Ft.	400	12.00	4,800.00
Guard Rail, Type 3	Lin. Ft.	100	24.00	2,400.00
Guard Rail Anchors, Type 1	Each	3	300.00	900.00
Guard Rail End Pieces, Type C	Each	3	100.00	300.00
Extra for Asphalt Approaches	Each	4	10.00	40.00
Seeding, Fertilizing & Mulching	Acre	0.3	1,000.00	300.00
Bridge Removal Work	Lump Sum	23%	Lump Sum	16,102.28
Furnish Pile Driving Equipment	Lump Sum	12%	Lump Sum	3,000.00
Furnish Concrete Piling	Lin. Ft.	300	14.00	4,200.00
Drive Concrete or Steel Shell Piles	Lin. Ft.	300	2.00	600.00
Structural Excavation	Cu. Yd.	37	10.00	370.00
Special Wall Backfill	Cu. Yd.	8	10.00	80.00
Structural Concrete, Class 3300 (16 CY)	Lump Sum	9%	Lump Sum	4,050.00
Structural Concrete, Class 4500 (92 C.Y.)	Lump Sum	All	Lump Sum	45,000.00
Reinforcement (38,000 Lbs.)	Lump Sum	69%	Lump Sum	15,870.00

Coated Reinforcement (16,500 lbs.	Lump Sum	100%	Lump Sum	10,000.00
4'x40'/45' Prestressed Slabs	Each	8	3,600.00	28,800.00
4'x45'/50' Prestressed Slabs	Each	8	3,800.00	30,400.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	141	56.00	7,896.00
Two Tube Steel Railing	Lin. Ft.	638	38.00	24,244.00
Painting Existing Truss	Lump Sum	All	Lump Sum	30,000.00
Membrane Waterproofing	Sq. Yd.	324	10.00	3,240.00
Structural Steel (20,000 lbs.)	Lump Sum	100%	Lump Sum	50,000.00
				$403,473.48

ANTICIPATED ITEMS

Permanent Pavement Striping	(23%)	All Required	$ 816.50
Temporary Pavement Striping	(23%)	All Required	724.50
Remove Pavement Striping (Exist. & Temp.)	(23%)	All Required	138.00
Signal Controller Testing		All Required	875.00
Signal Turn-On		All Required	500.00
			$ 3,054.00
		SUBTOTAL	$406,527.48
		Engineering	50,815.52
		TOTAL	$457,343.00

TYPE CODE X080

ANTELOPE CANAL (1ST X'ING) BRIDGE NO. 1947A (Sta. 4875+43 to Sta. 4875+93.50)

Mobilization	Lump Sum	25%	Lump Sum	$ 20,000.00
Temporary Protection and Direction of Traffic	Lump Sum	25%	Lump Sum	1,250.00
Temporary Signs	Sq. Ft.	200	7.00	1,400.00
Temporary Barricades	Each	7	50.00	350.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	600	10.00	6,000.00
Temporary Delineators	Each	20	15.00	300.00
Flaggers	Hour	80	12.00	960.00
Clearing and Grubbing	Lump Sum	18%	Lump Sum	1,800.00
Removal of Structures and Obstructions	Lump Sum	7%	Lump Sum	350.00
Toe Trench Excavation	Cu. Yd.	61	6.00	365.00
General Excavation	Cu. Yd.	4,284	2.60	11,138.40
Embankment in Place	Cu. Yd.	2,535	6.00	15,210.00
Watering	M-Gal.	214	6.00	1,284.00
1"-0 Aggregate Base	Ton	3,015	9.50	28,642.50
Class B Asphalt Concrete	Ton	673	39.00	26,247.00
Guard Rail, Type 2A	Lin. Ft.	75	12.00	900.00
Guard Rail, Type 3	Lin. Ft.	100	24.00	2,400.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Guard Rail End Pieces, Type C	Each	4	100.00	400.00
Type 1 Fence	Lin. Ft.	280	1.40	392.00

Extra for Asphalt Approach	Each	4	10.00	40.00
Loose Riprap, Class 50	Cu. Yd.	181	15.00	2,715.00
Seeding, Fertilizing & Mulching	Acre	0.9	1,000.00	900.00
Bridge Removal Work	Lump Sum	7%	Lump Sum	4,900.69
Furnish Pile Driving Equipment	Lump Sum	21%	Lump Sum	5,250.00
Furnish HP 14 x 117 Steel Piling	Lin. Ft.	864	38.00	32,832.00
Drive Steel Piles	Lin. Ft.	864	2.00	1,728.00
Structural Excavation	Cu. Yd.	58	10.00	580.00
Special Wall Backfill	Cu. Yd.	20	10.00	200.00
Structural Concrete, Class 3300 (43 C.Y.)	Lump Sum	25%	Lump Sum	11,250.00
Reinforcement (4932 Lbs.)	Lump Sum	9%	Lump Sum	2,070.00
4' x 50'/55' Prestressed Slabs	Each	9	4,200.00	37,800.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	186	56.00	10,416.00
Metal Rail with Tubing	Lin. Ft.	113	42.00	4,746.00
Membrane Waterproofing	Sq. Yd.	206	10.00	2,060.00
				$238,077.59

ANTICIPATED ITEMS

Permanent Pavement Striping	(18%)	All Required	$ 639.00
Temporary Pavement Striping	(18%)	All Required	567.00
Remove Pavement Striping (Exist. & Temp.)	(18%)	All Required	108.00
			$ 1,314.00
		SUBTOTAL	$239,391.59
		Engineering	29,923.41
		TOTAL	$269,315.00

TYPE CODE X080
JORDAN CREEK, BRIDGE NO. 1948A (Sta. 498+25 to Sta. 4988+65)

Mobilization	Lump Sum	9%	Lump Sum	$ 7,200.00
Temporary Protection and Direction of Traffic	Lump Sum	9%	Lump Sum	450.00
Temporary Signs	Sq. Ft.	67	7.00	469.00
Temporary Barricades	Each	3	50.00	150.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	450	10.00	4,500.00
Temporary Delineators	Each	15	15.00	225.00
Flaggers	Hour	27	12.00	324.00
Clearing and Grubbing	Lump Sum	18%	Lump Sum	1,800.00
Removal of Structures and Obstructions	Lump Sum	36%	Lump Sum	1,800.00
Toe Trench Excavation	Cu. Yd.	70	6.00	420.00
General Excavation	Cu. Yd.	2,750	2.60	7,150.00
Embankment in Place	Cu. Yd.	462	6.00	2,772.00
Watering	M-Gal.	161	6.00	966.00

1"-0 Aggregate Base	Ton	3,984	9.50	37,848.00
Class "B" Asphalt Concrete	Ton	810	39.00	31,590.00
Guard Rail, Type 2A	Lin. Ft.	150	12.00	1,800.00
Guard Rail, Type 3	Lin. Ft.	100	24.00	2,400.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Guard Rail End Pieces, Type C	Each	4	100.00	400.00
Type 1 Fence	Lin. Ft.	875	1.40	1,225.00
Extra for Asphalt Approach	Each	4	10.00	40.00
Loose Riprap, Class 50	Cu. Yd.	152	15.00	2,280.00
Seeding, Fertilizing & Mulching	Acre	0.9	1,000.00	900.00
Bridge Removal Work	Lump Sum	36%	Lump Sum	25,203.56
Furnish Pile Driving Equipment	Lump Sum	67%	Lump Sum	16,750.00
Furnish Concrete Piling	Lin. Ft.	1,820	14.00	25,480.00
Drive Concrete or Steel Shell Piles	Lin. Ft.	1,652	2.00	3,304.00
Structural Excavation	Cu. Yd.	26	10.00	260.00
Special Wall Backfill	Cu. Yd.	10	10.00	100.00
Structural Concrete, Class 3300 (41 C.Y.)	Lump Sum	24%	Lump Sum	10,800.00
Reinforcement (4388 Lbs.)	Lump Sum	8%	Lump Sum	1,840.00
4' x 40'/45' Prestressed Slabs	Each	18	3,600.00	64,800.00
4' x 55'/60' Prestressed Slabs	Each	9	4,800.00	43,200.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	186	56.00	10,416.00
Two Tube Steel Railing	Lin. Ft.	273	38.00	10,374.00
Membrane Waterproofing	Sq. Yd.	564	10.00	5,640.00
				$326,076.56

ANTICIPATED ITEMS

Permanent Pavement Striping	(25%)	All Required	$ 887.50
Temporary Pavement Striping	(25%)	All Required	787.50
Remove Pavement Striping (Exist. & Temp.)	(25%)	All Required	150.00
			$ 1,825.00
		SUBTOTAL	$327,901.56
		Engineering	40,987.44
		TOTAL	$368,889.00

TYPE CODE Y007
SHEEP CREEK, BRIDGE NO. 2429A, (Sta. 4982+00 to Sta. 4982+50)

Mobilization	Lump Sum	8%	Lump Sum	$ 6,400.00
Temporary Protection and Direction of Traffic	Lump Sum	8%	Lump Sum	400.00
Temporary Signs	Sq. Ft.	67	7.00	469.00
Temporary Barricades	Each	2	50.00	100.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	400	10.00	4,000.00

Temporary Delineators	Each	15	15.00	225.00
Flaggers	Hour	27	12.00	324.00
Clearing and Grubbing	Lump Sum	18%	Lump Sum	1,800.00
Removal of Structures and Obstructions	Lump Sum	13%	Lump Sum	650.00
General Excavation	Cu. Yd.	2,625	2.60	6,825.00
Embankment in Place	Cu. Yd.	463	6.00	2,778.00
Watering	M-Gal.	161	6.00	966.00
1"-0 Aggregate Base	Ton	3,984	9.50	37,848.00
Class "B" Asphalt Concrete	Ton	810	39.00	31,590.00
Guard Rail, Type 2A	Lin. Ft.	300	12.00	3,600.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Guard Rail End Pieces, Type C	Each	4	100.00	400.00
Type 1 Fence	Lin. Ft.	875	1.40	1,225.00
Extra for Asphalt Approach	Each	4	10.00	40.00
Seeding, Fertilizing & Mulching	Acre	0.9	1,000.00	900.00
Bridge Removal Work	Lump Sum	13%	Lump Sum	9,101.29
12'4" x 7'9" Structural Plate Pipe Arch	Lin. Ft.	52	175.00	9,100.00
Concrete in Headwalls	Cu. Yd.	31	300.00	9,300.00
Reinforcement in Headwalls	Lbs.	2,520	1.00	2,520.00
				$131,761.29

ANTICIPATED ITEMS

Permanent Pavement Striping	(9%)	All Required	$ 319.50
Temporary Pavement Striping	(9%)	All Required	283.50
Remove Pavement Striping (Exist. & Temp.)	(9%)	All Required	54.00
			$ 657.00
		SUBTOTAL	$132,418.29
		Engineering	16,552.71
		TOTAL	$148,971.00

TYPE CODE Y007

JORDAN CR. O'FLOW, BRIDGE NO. 2430A (Sta. 4995+00 to Sta. 4995+50)

Mobilization	Lump Sum	8%	Lump Sum	$ 6,400.00
Temporary Protection and Direction of Traffic	Lump Sum	8%	Lump Sum	400.00
Temporary Signs	Sq. Ft.	66	7.00	462.00
Temporary Barricades	Each	2	50.00	100.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	450	10.00	4,500.00
Temporary Delineators	Each	14	15.00	210.00
Flaggers	Hour	26	12.00	312.00
Clearing and Grubbing	Lump Sum	18%	Lump Sum	1,800.00
Removal of Structures and Obstructions	Lump Sum	13%	Lump Sum	650.00
General Excavation	Cu. Yd.	2,624	2.60	6,822.40

Embankment in Place	Cu. Yd.	463	6.00	2,778.00
Watering	M-Gal.	161	6.00	966.00
1"-0 Aggregate Base	Ton	3,984	9.50	37,848.00
Class B Asphalt Concrete	Ton	810	39.00	31,590.00
Guard Rail, Type 2A	Lin. Ft.	300	12.00	3,600.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Guard Rail End Pieces, Type C	Each	4	100.00	400.00
Type 1 Fence	Lin. Ft.	875	1.40	1,225.00
Extra for Asphalt Approach	Each	4	10.00	40.00
Seeding, Fertilizing & Mulching	Acre	0.9	1,000.00	900.00
Bridge Removal Work	Lump Sum	13%	Lump Sum	9,101.29
12'4" x 7'9" Structural Plate Pipe Arch	Lin. Ft.	52	175.00	9,100.00
Concrete in Headwalls	Cu. Yd.	31	300.00	9,300.00
Reinforcement in Headwalls	Lbs.	2,520	1.00	2,520.00
				$132,224.69

ANTICIPATED ITEMS

Permanent Pavement Striping	(10%)	All Required	$ 355.00
Temporary Pavement Striping	(10%)	All Required	315.00
Remove Pavement Striping (Exist. & Temp.)	(10%)	All Required	60.00
			$ 730.00
		SUBTOTAL	$132,954.69
		Engineering	16,619.31
		TOTAL	$149,574.00

Federal Funds (80%) ------------------	$1,115,273.00
State Funds --------------------------	278,819.00
TOTAL COST	$1,394,092.00

Group 1: 85%; Group 9: 15%
Contract No. 9932
Prefix: 123-1909 P.E.
Prefix: 123-1090 Const.

NONPARTICIPATING - STATE WORK

I.O.N. HIGHWAY BRIDGE
I.O.N. HIGHWAY
ANTELOPE CANAL (2nd X'ING), BRIDGE NO. 1946A (Sta. 4768+38 to Sta. 4768+85)

Mobilization	Lump Sum	25%	Lump Sum	$ 20,000.00
Temporary Protection and Direction of Traffic	Lump Sum	25%	Lump Sum	1,250.00
Temporary Signs	Sq. Ft.	200	7.00	1,400.00
Temporary Barricades	Each	7	50.00	350.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	550	10.00	5,500.00
Temporary Delineators	Each	20	15.00	300.00
Flaggers	Hour	80	12.00	960.00
Clearing and Grubbing	Lump Sum	22%	Lump Sum	2,200.00
Removal of Structures and Obstructions	Lump Sum	8%	Lump Sum	400.00
Toe Trench Excavation	Cu. Yd.	60	6.00	360.00
General Excavation	Cu. Yd.	3,301	2.60	8,582.60
Embankment in Place	Cu. Yd.	1,654	6.00	9,924.00
Watering	M-Gal.	164	6.00	984.00
1"-0 Aggregate Base	Ton	3,120	9.50	29,640.00
Class "B" Asphalt Concrete	Ton	682	39.00	26,598.00
Guard Rail, Type 2A	Lin. Ft.	75	12.00	900.00
Guard Rail, Type 3	Lin. Ft.	100	24.00	2,400.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Guard Rail End Pieces, Type C	Each	4	100.00	400.00
Type 1 Fence	Lin. Ft.	395	1.40	553.00
Extra for Asphalt Approach	Each	4	10.00	40.00
Loose Riprap, Class 50	Cu. Yd.	104	15.00	1,560.00
Seeding, Fertilizing & Mulching	Acre	1.1	1,000.00	1,100.00
Bridge Removal Work	Lump Sum	8%	Lump Sum	5,600.79
Structural Excavation	Cu. Yd.	135	10.00	1,350.00
Special Wall Backfill	Cu. Yd.	84	10.00	840.00
Structural Concrete, Class 3300 (72 C.Y.)	Lump Sum	42%	Lump Sum	18,900.00
Reinforcement (7500 Lbs.)	Lump Sum	14%	Lump Sum	3,220.00
4' x 45'/50' Prestressed Slabs	Each	9	3,800.00	34,200.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	186	56.00	10,416.00
Metal Rail with Tubing	Lin. Ft.	110	42.00	4,620.00
Membrane Waterproofing	Sq. Yd.	192	10.00	1,920.00
				$197,668.39

ANTICIPATED ITEMS

Permanent Pavement Striping	(15%)	All Required	$ 532.50
Temporary Pavement Striping	(15%)	All Required	472.50
Remove Pavement Striping (Exist. & Temp.)	(15%)	All Required	90.00
			$ 1,095.00
		SUBTOTAL	$198,763.39
		Engineering	24,845.61
		TOTAL	$223,609.00

RDS:WH:pf

9432

jc cc: OSHD (D. Forbes)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 5/20/88	REPORT MADE BY Thomas P. Lowe, Area Engineer		PROJECT NO. BRF-87(5)
COMPLETION DATE (Actual) 5/10/86	ACCEPTANCE DATE BY CONRTACT AGENCY 2/11/88	TIME ELAPSED 100 %	CONTRACT TIME 280 days

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
6/3 JUN 1 '88
cc Construction
REFER TO
cm
FOR

Info	Inves	R/D	D/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

I.O.N. HIGHWAY BRIDES SECTION
I. O. N. HIGHWAY
Grading, Paving & Structures

D. R. ADAMS

This project provided for the replacement of structures at Jordan Creek (No. 19484), Jordan Creek overflow (No. 2930A) Sheep Creek (No. 2429A), Antelope Feed Canal (No. 1947A), Antelope Feed Canal (No. 1946A), and repairs to the Owyhee River Bridge (No. 1945A) at Rome.

The repair of several paving dams mentioned in the final inspection report has been completed.

The final cost of $1,835,525 is 1/2 percent over the authorization.

- TPL -

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE P Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 5/20/88	TITLE District Engineer	DATE 5/27/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9932

February 19, 1988

Fidelity & Deposit Co.
of Maryland
57 West Second So., Suite 301
Salt Lake City, UT 84101

CON 5 - 9932

Contract No. 9932 awarded to Weaver Construction Co. for work on the I.O.N. Highway Bridges in Malheur County was completed on January 29, 1988, and accepted by the State Highway Division on February 11, 1988.

Final payment in the amount of $10,780.76 will be released to the contractor after February 24, 1988. The total contract amount is $1,635,865.81 including $8,787.26 for work performed under force account.

You have been previously notified of a claim filed against the performance bond on this contract which has been paid.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Weaver Construction Co.
P.O. Box 588
Union, OR 97883

Fidelity & Deposit Co.
of Maryland
P.O. Box 1227
Baltimore, MD 21203

Fidelity & Deposit Co.
of Maryland
P.O. Box 489
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Robert Hector

9932

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9932

TO: Manager
Commission Services

DATE: February 11, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9932, On Site Work Substantially Completed May 10, 1986

All Work Completed January 29, 1988

Project I.O.N. Highway Bridges

Highway I.O.N

County Malheur

Type of Work Grade, Pave, and Structure

Contractor Weaver Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-19-88 Surety ltr. sent.

RECEIVED
FEB 12 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

9732

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

July 21, 1987
IN REPLY REFER TO
HA.1-OR

RECEIVED
STATE HWY ENGR
JUL 22 '87
REFER TO
FOR

Info	Invest	R/B	D/A	Sign	Act	File

7/23
cm
c/ Schwartz
Adams

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project BRF-F-87(5)
I. O. N. Highway Bridges
Liquidated Damages for Overtime Violations

A recent investigation by the U. S. Department of Labor (USDOL) on the subject project disclosed underpayments of wages and overtime violations in the amount of $5,106.82. Nampa Paving and Asphalt Co., a subcontractor on the project, was found to have committed the violations. In a June 12, 1987 letter, Mr. J. L. Widmer of your staff indicates that full restitution has been made to the nine (9) employees involved.

This investigation by the USDOL was based on the Midway Excavators, Inc. case. That case found that the trucking of materials by a commercial source was contract covered work if the firm was also a prime contractor or subcontractor on a Davis-Bacon covered project. Nampa Paving and Asphalt Co. fit this criteria, as did Midway Excavators, Inc.

We have consistently held that Davis-Bacon wage rates do not apply to bonafide materials suppliers where the materials supply activity is separate and distinct from on-site contract work regardless of whether or not the materials supplier is a contractor or subcontractor on the project. While the Department of Labor has not always agreed with this position we must presume that the supplier acted in good faith in concluding that the payment of prevailing wage rates was not required.

We approve the waiving of liquidated damages in the amount of $320.00.

Sincerely yours,

for Robert B. Holloway
Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (J. L. Widmer, Const)
EEO, MBE & Labor Compliance Officer

9932

CE CAE
COE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___

RECEIVED
JUN 1. 1987
CONSTRUCTION
SECTION

SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS ___
FILE ___

DATE: June 12, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ATTN: Bill Kappus

J. L. Wid

FROM: J. L. Widmer
EEO, MBE & Labor Compliance Officer

CON 5
9932

SUBJECT: I.O.N. Highway Bridges
FAP No. BRF-87(5)
Contract No. 9932
Liquidated Damages for Overtime Violations

A recent investigation by the U.S. Department of Labor (USDOL) on the above-listed project, disclosed underpayments of wages and overtime violations in the amount of $5,106.82. Nampa Paving and Asphalt Co., a subcontractor on this project, was found to have committed the violations. It is my understanding that full restitution has been made to the nine (9) employees involved.

This investigation by the USDOL was based on the Midway Excavators, Inc. case. This case found that the trucking of materials by a commercial source was contract covered work if the firm was also a prime contractor or a subcontractor on a Davis-Bacon covered project. Nampa Paving and Asphalt Co. fit this pattern, as did Midway Excavators, Inc.

Mr. Eldon Green, in a letter to Mrs. Ruth Anders, Assistant Chief Counsel, dated July 31, 1986, discusses the decision that was made in the Midway case by the USDOL. He further goes on to state that the position of USDOL will not be adopted nor will the State be encouraged to follow it in the absence of specific instructions to do so. (Copy attached.)

In view of Mr. Green's letter, I am recommending that the liquidated damages in the amount of $320.00, for overtime violations, be waived.

I request your concurrence.

JLW:mk

Attach. (2) July 31, 1986, Letter by Eldon Green
August 1, 1986, Letter by Dale E. Wilken

bc: R. D. Hector/attach.
Herb Shaw/attach.
Jack Sollis/attach.
W. E. Schwartz

RECEIVED
STATE HWY ENGR
JUN 12 '87
REFER TO
FOR

06117m

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 1, 1986
IN REPLY REFER TO
HFO-OR/42

CIRCULATE
________ Widmer
________ Williams
________ Ellis
________ Bolliger
________ Casteel
____

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Applicability of Davis-Bacon Labor Standards
to Truck Drivers

By July 16, 1986 memorandum Mr. John Widmer provided a copy of a letter dated July 3, 1986 from the Department of Labor's Area Director, Mr. Stanley P. Simpson regarding the applicability of Davis-Bacon wage rates to truck drivers when the Materials supplier is also the prime contractor or subcontractor on a Davis-Bacon covered project. Mr. Widmer requested advice and guidance concerning this matter.

We have discussed this issue with our Region and Washington offices. We are attaching for your information, a copy of Mr. M. E. Green's memorandum of July 31, 1986 to Mrs. Ruth Anders, Assistant Chief Counsel. Mr. Green's memorandum sets forth our current position regarding this issue.

We will keep you advised of future developments.

Sincerely yours,

Original Signed By
G. K. HOSSNER
Field Operations
Engineer
Dale E. Wilken
Division Administrator

Enclosure
cy Memo Region to Asst Chief Counsel, DC

cc:
OSHD (J. Sollis, Legal) w/encl
OSHD (C. O. Fredrickson, Const) w/encl
OSHD (J. Widmer, Const) w/encl

RECEIVED
EEO-MBE MGR.
August 8, 1986
REFER TO
John Widmer
FOR

REVISE	INFO.	INVEST	R/D	D/R	SIGN	ACT	FILE	ASAP	COMMENTS
	X								X

DUE 8-15-86

RECEIVED
AUG 4 1986
CONSTRUCTION SECTION

CP ___ CE ___
CO ___ OM ___
OE ___
CA ___
CAM ___
EEO ___
SPC ___ TC ___
SA ___ CO ___
FC ___ CP ___
PQC ___
QCS ___
FILE ___

NOTED BY
JONES, JR.

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

Room 312 Mohawk Building
708 S. W. Third Avenue
Portland, Oregon 97204

Subject: Applicability of Davis-Bacon Labor Standards
to Truck Drivers

Date JULY 3 1 1986

From: M. Eldon Green
Regional Administrator

Reply to
Attn of: HEO-010.4

To: Mrs. Ruth Anders, Assistant Chief Counsel,
General Law Division
HCC-50 Office of Chief Counsel
Washington, D.C.

Historically, the Departments of Labor and Transportation have accepted the position that truck drivers employed by a general contractor or subcontractor to haul materials to a Davis-Bacon covered site are subject to the Davis-Bacon labor standards provision. Conversely, truck drivers employed by a bona-fide materials supplier are not subject to these provisions. Decisions by the Wage Appeals Board have, in recent years, clouded and confused the question of applicability, specifically as it relates to the coverage of employees of a materials supplier who is also a general contractor or subcontractor.

Wage Appeals Board Ruling WAB 81-17 decided that truck drivers hauling materials and supplies to a Davis-Bacon covered site were not subject to these provisions regardless of whether they are employed by a general contractor, a subcontractor, or the commercial supplier. The employees involved hauled and unloaded materials but did no other work at the job site. In addition, they hauled materials and supplies to other non-covered sites. We believe this was a fair and reasonable decision. Unfortunately, the ruling was taken out of context and extended to some other non-applicable situations where a contractor or subcontractor was performing materials supply activities.

Wage Appeals Board Ruling WAB 83-14 corrected the abuse and clarified the conditions applicable to the Midway case (WAB 81-17). However, in concluding comments, Board Member Dunn further confused the issue by expressing the opinion that the holding in Midway was wrong and should be overruled. In Pence (WAB 83-14) it was stated that the setting up of the hauling operation appears to coincide with the bidding and obtaining of the overall construction project and the record is void of any evidence showing that petitioner performed any hauling for the general public during the period such services were performed at the covered work site. Disregarding Member Dunn's comment we can again conclude that this is a fair and reasonable decision.

We are now in receipt of a copy of a July 3, 1986 letter from DOL's Area Director, Mr. Stanley P. Simpson, to Mr. John Widmer of the Oregon State Department of Transportation. This letter states that a different position (from

RECEIVED
AUG 1 1986

that applying to bona-fide "materialmen") is taken when the material supplier becomes a prime contractor or subcontractor on a Davis-Bacon covered project. Mr. Simpson states in his letter that this position is consistent with Building and Construction Trades Department, AFL-CIO vs. United States Department of Labor, et al. and Midway Excavators, Inc., et al. Although the truck drivers whose salaries are at issue were employed exclusively to haul materials and supplies, the present case states that they hauled asphalt, gravel, and equipment from independent suppliers of construction materials to the sites of the construction projects.

The ruling on Midway in WAB 81-17 was vacated and remanded to the Board because it was found to be arbitrary and capricious. We are disappointed in this turn of events because we feel that the original decision was reasonable.

Mr. Simpson's letter, on the other hand, goes beyond the Midway ruling. He has extended the application to the case where a materials supplier becomes a prime contractor or subcontractor. The history of this issue should make it clear that materials suppliers are not covered. Where an existing operation is expanded because the supplier wishes to bid on Davis-Bacon covered work the conditions of the original operation should not be invalidated. To do so would give rise to inequitable treatment of truck drivers hauling to Davis-Bacon sites and those who remain assigned to other phases of the materials suppliers work. It would also give an advantage to the bidder who chooses to purchase materials from an independent supplier rather than one who chooses to keep the business within the same company.

Decisions such as the one in Mr. Simpson's letter are bound to create further appeals which will result in keeping the matter on a see-saw and frustrate attempts to develop a stable policy. We see no reason why the materials supply function of an established, bona-fide materials supplier should be disrupted because the firm chooses to bid on a Davis-Bacon covered project.

We will not adopt the position expressed in Mr. Simpson's letter nor encourage the State to follow it in the absence of specific instructions from your office. We hope that this issue can be put to rest before it gets out of hand once again.

N. Eldon Green

Attachments

cc:Division Administrators - CR DIVISION -
R.B. Rutledge HRC-010
NOTED BY
THOMAS JONES, JR.

9932

OREGON DEPARTMENT OF TRANSPORTATION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

HIGHWAY DIVISION

PROJECT NAME (SECTION) I.O.N. Highway Bridges		WEEK ENDING December 20, 1986
		CONTRACT NO 9932
HIGHWAY I.O.N.	COUNTY Malheur	F A PROJECT NO BRF-87(5)
CONTRACTOR Weaver Construction Co	KIND OF WORK Grading Paving & Struct.	DATE OF AWARD January 2, 1985

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 1,827,402.00	AUTHORIZATION	$ 136,030.00	FIRST NOTIFICATION DATE February 20, 1985
		COST THIS WEEK	$ 0.00	ESTIMATED DATE OF COMPLETION, OR
ESTIMATED PROJECT COST	$ 1,810,000.00	TOTAL TO DATE	$ 164,320.00	SECOND NOTIFICATION DATE AND
ESTIMATED PERCENT [redacted]/UNDERRUN	1.0 %	PERCENT OF AUTHORIZATION	120 %	May 10, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
C.D.	/ /	280	298.0	106	no
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	23,128 cy	20,987 tn	4,060 tn			
EST. CORRECTED QUANTITIES	36,095 cy	19,520 tn	4,078 tn			
EST. PERFORMED TO DATE	36,095 cy	19,520 tn	4,078 tn			
PERCENT PERFORMED TO DATE	100	100	100	0	100	0

ACTIVITIES THIS WEEK:

No activity.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

No activity.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

One man working on semifinal.

F

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Hubert E Shaw

Herbert E. Shaw

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

793-

FILE COPY

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

September 19, 1986

In Reply Refer to
File No

CON 3

W. J. Olson, Assist. Regional Administrator
Employment Standards Administration
Wage & Hour Division
909 First Ave., Room 3032
Seattle, WA 98174

RE: I.O.N. Highway Bridges
FAP No. BRF-87(5)
Contract No. 9932
Prime Contractor: Weaver Construction Company
Subcontractor: Nampa Paving & Asphalt Company

As requested in your August 29, 1986 letter, sufficient funds will be retained to cover the underpayment of wages and overtime violations of $5,106.82 and $320.00 respectively on the above project.

To avoid delays in finaling this project, please notify us promptly when this issue is resolved.

J. L. Widmer
EEO, MBE, and Labor Compliance Officer

JLW:sc

09081s

bc: Dale E. Wilken w/attach.
Larry Rulien " " ✓
W. E. Schwartz " "
Jack Sollis " "
Robert Hector " "
Herb Shaw " "
Thomas Jones, Jr.

RECEIVED
STATE HWY ENGR
SEP 22 '86
REFER TO
FOR

U.S. Department of Labor

Employment Standards Administration
Wage and Hour Division
909 First Avenue, Room 3032
Seattle, Washington 98174

Reply to the Attention of

August 29, 1986

CE ...... CAE ......
COE ...... OM ......
UE ....
CA ....
CAM ....
ELO ....

T. 9/2/86

RECEIVED
SEP [illegible] 1986
SECTION

SPC ...... TC ......
SA ...... CC ......
FF ...... CP ......
FILE ....

John Widmer
State of Oregon
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: Weaver Construction Co., - Prime Contractor
Union, Oregon
Nampa Paving & Asphalt Co. - Subcontractor
Nampa, Idaho
Contract No: 9932
Grading, Paving & Structures
I.O.N. Highway Bridges

This is to advise that our agency has conducted a concurrent Fair Labor Standards Act, Davis-Bacon Related Act (DBRA) prevailing wage, and Contract Work Hours and Safety Standards Act CWHSSA) overtime investigation of Nampa Paving & Asphalt Co. with respect to their performance on the above-captioned contract.

Our investigation has disclosed DBRA and/or CWHSSA violations which have resulted * in back wages totaling $5,106.82 due nine (9) employees. The subcontractor disputes our interpretation as to the application of these laws to the work which they have performed on the contract. Therefore, they will not agree to pay the back wages and they have requested a hearing, as provided in Section 5.11(b) of the enclosed 29 CFR Part 5. Furthermore, the Prime Contractor has determined that they will not agree to pay these back wages until such time as the hearing actions have been completed.

Therefore, in order to protect the rights of the affected employees, we request that your agency withhold $5,106.82 from contract funds. The authority to take this action is provided in Sections 5.5 (a)(2) & (b)(3), and 5.9, of 29 CFR Part 5, which was promulgated under the authority of Reorganization Plan No. 14 of 1950 (64 Stat. 1267).

Additionally, we would recommend that you withhold an additional $320 to provide for the liquidated damages resulting from the overtime violations. Your authority to withhold these additional funds is also provided in Section 5.5 (b)(3) of 29 CFR Part 5 and the further actions which result from this penalty are explained in Section 5.8 of of 29 CFR Part 5.

* violates New Determination that a Material supplier pay Contract wage rates for the Delivery of Materials to themselves when also operating as sub on the grade sub or prime Contractor.

Written confirmation of withholding is requested within fifteen days of the receipt of this letter. Please ensure that your report specifies the names of the contractor, the subcontractor, and the contract number.

For your further information, the subject contractors have been notified of our intent to cause this withholding.

If you have any questions call Mr. Ed Woodruff at (206) 442-1914 or FTS 399-1914.

Thank you for your cooperation.

Sincerely,

W.J. Olson
Assistant Regional Administrator

CC: Stanley Simpson, Area Director

9932 CL 1986-0155

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 28, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9932

Lynde & Sons Constrn.
Jordan Valley, OR 97910

FILED
SEP 3 1986
BARBARA ROBERTS
SECRETARY OF STATE

Thank you for the notice dated August 12, 1986, informing us that you have received payment in the amount of $2,830 and that you are rescinding your claim against Weaver Construction Company.

This was in connection with their Contract No. 9932 for work on the I.O.N. Highway Bridges, I.O.N. Highway, in Malheur County.

This information will be noted in our records and we will advise the surety and the contractor of this payment.

George Bell
Assistant Director

cc:		
	Weaver Construction Co. P.O. Box 588 Union, OR 97883	Fidelity & Deposit Co. of Maryland 57 West Second S., Suite 301 Salt Lake City, UT 84101
	Fidelity & Deposit Co. of Maryland P.O. Box 489 Portland, OR 97207	Fidelity & Deposit Co. of Maryland P.O. Box 1227 Baltimore, MD 20203

bc: Secretary of State: Filed 4-17-86; #CL 1986-0155

RECEIVED
SEP 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

August 12, 1986

I Eddie Lynde of Lynde and Sons' Construction by this written notice do hereby recind my lien against the I. O. N. Highway Contract #9932 for the State of Oregon with Weaver Construction Company. As of this written notice I Hereby acknowledge receipt of monies due me in the amount of **$2,830.00.**

Eddie Lynde   aug 19-86

Eddie Lynde (Lynde and Sons' Const.)   (Date)

Send this copy to Mr. Robert W. Gormsen
Commission Services

RECEIVED
AUG 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9932

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 27, 1987

In Reply Refer to
File No
CON 5
9932

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
LARRY RULIEN

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-87(5)

Contract 9932, Work Completed May 10, 1986

Project I.O.N. Highway Bridges

Highway I.O.N.

County Malheur

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 31, 1986

RECEIVED
STATE HWY ENGR
DEC 22 '86
REFER TO
FOR
Info Invest R/D D/R Sign Act File

Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
DEC 23 1986
OREGON DIVISION

RECEIVED
AUG 28 1986
OREGON DIVISION

9932

General Contractors
Ph. (503) 963-5226

WEAVER
CONSTRUCTION
COMPANY

P. O. Box 428
La Grande, Oregon 97850

#9932

August 12, 1986

Lynde and Sons' Construction
Jordan Valley,
Oregon 97910

Re: Jordan Creek Detour

Dear Eddie:

Thanks for dropping of your load count information. The first load count data that we received did not include February 28, March 19, or March 20. and totaled 9959 cubic yards instead of 12,928 cubic yards we paid for. The quantity of 7,810 cubic yards was paid for by the state.

I hope that you can appreciate our concern that material does not shrink that much. However, it is to late after the fact to find the discrepancy.

Please find enclosed our check for $2,830.00 and a letter to the State for you to sign recinding your letter dated March 25, 1986. Please sign both copies and send the original to the State and the copy to us.

Sorry for the inconvenience.

Sincerely,

WEAVER CONSTRUCTION COMPANY,

James A. Weaver
President

JAW/kb

cc: Robert W. Gormsen
Commission Services
File

RECEIVED
AUG 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 2, 1986

Weaver Construction Co.
P. O. Box 588
Union, OR 97883

CON 5
9932

Re: Time Extension Request
ION Highway Bridges
Contract No. 9932
FAP No. BRF-87(5)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested the release of all liquidated damages - 18 calendar days - due to the Jordan Creek detour redesign, the added work done on the Owyhee River Bridge, and the extra fence work performed.

A review of the project records indicates your request to be valid and a contract time adjustment of an additional 18 calendar days is granted for the reasons requested.

The adjusted contract time of completion of this contract is 298 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc:	C. O. Fredrickson	
	R. D. Hector	w/att.
	H. Shaw	w/att.
	FHWA	w/att.
	Bruce Walton	

TE/283

STATE OF OREGON **INTEROFFICE MEMO**

TO: O. B. Jackmond
Contract Administration Engineer

DATE: June 11, 1986

SUBJECT: Time Extension Request
I.O.N. Highway Bridges
Contract No. 9932
Malheur County

Attached is a request from the contractor for an extension of contract time along with the Project Manager's recommendation. The contractor had earlier requested a time extension that was not considered, as it was submitted more than 60 days after the date of second notification.

During the final inspection it was determined that portions of the contract fencing was unacceptable. Prior to the fencing subcontractor's return to the project, the spring runoff occurred. It became apparent that changes in the fence location were needed. The second notification was rescinded and three additional days were charged while the extra work was performed. Three additional days should be granted for this added work.

The Jordan Creek detour was not adequately designed and the contractor was delayed while a revised design was developed. The Project Manager recommends a twelve day extension for delays incurred and work added by P.A. #1 so that the detour could function. I concur with that recommendation.

At the Owyhee River Bridge, the contractor was instructed to do some investigative work to determine the extent of deck removal needed. It was decided to remove the entire deck in spans 2 & 3 rather than portions of those spans. The investigative work was paid by E.W.O. #2, and the revised removal and deck construction by P.A. #8. The

RECEIVED
JUN 13 1986
CONSTRUCTION SECTION

CE ___ CAE ___
COE ___ OM ___
OE ___
CA ___
CAM ___
BBO ___
SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS ___
FILE ___

Time Extension Request
I.O.N. Highway Bridges
Contract No. 9932
Malheur County

Project Manager states that the project completion was substantially delayed by the revised work; probably in the range of 30 days.

I recommend that the contractor be granted an extension of 18 calendar days which would eliminate all liquidated damages.

RECEIVED
STATE HWY ENGR
JUL 17 '86
REFER TO O.B. Jackmond
FOR
Info ✓ Inves R/D O/R Sign

Warren
Warren Richards
Region 5 Construction Engineer

NOTED
W. E. SCHWARTZ
6-30-86 Orig to 7/18

WR/jef

cc: Herb Shaw

W. E. Schwartz -

I concur with the Region and recommend a time extension of 18 C.D.. The Project Man advised Region that verbal protests of time chang were received and that he did not feel that writte protests were required for changed or added work this is incorrect.

OB Jackmond

This last sentence is not corre
I said no such thing.

Herb Shaw

Stamped in error

CE ___ CAE ___
COE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___
RECEIVED
JUL 17 1986
CONSTRUCTION SECTION
SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS ___
FILE ___

775 CL 1986-015

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 17 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.: CON 5
#9932

April 15, 1986

Lynde & Sons' Construction
Jordan Valley, OR 97910

We have received your letter of March 25, 1986, with attached invoice, filing a claim against the following Highway Division contract.

FILED BY:	Lynde & Sons' Construction
AMOUNT:	$2,830.00
FOR:	Rental Work
AGAINST (Prime Contractor):	Weaver Construction Company
CONTRACT NO.:	9932
PROJECT:	I.O.N. Highway Bridges Section, I.O.N. Highway, Malheur County
SURETY:	Fidelity & Deposit Co. of Maryland

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
APR 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Weaver Construction Company
P. O. Box 588
Union, OR 97883

Fidelity & Deposit Co.
of Maryland
P. O. Box 1227
Baltimore, MD 20203

Fidelity & Deposit Co.
of Maryland
P. O. Box 489
Portland, OR 97207

Fidelity & Deposit Co.
of Maryland
57 West Second So., Suite 301
Salt Lake City, UT 84101

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5/14/86 CB

GENERAL CONSTRUCTION

Lynde & Son's Construction
JORDAN VALLEY, OR 97910

Box 243
ED LYNDE
PHONE: (503) 586-2344

JOE LYNDE
(208) 459-9590

March 25-86
Jordan Vally Org

To: Commission Services

This letter is in regard to a phone conversation with Bob Garmsen today about a out standing bill with Weaver Const, we have made several efforts to settle with Paul Wolf of Weaver Const, however it is to no avail

The contract no is 9932

Thank You
Eddie Lynde

RECEIVED
APR 2 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LYNDE & SON'S CONSTRUCTION

JORDAN VALLEY, ORE. 97910

Eddie	**Joe**
Ph. 586-2344	**Ph. 459-9590**
Jordan Valley, Ore.	Caldwell, Idaho

COPY

CUSTOMER'S ORDER NO	PHONE	DATE
		Dec 20 85

AME Weaver Const Co

DDRESS Rental work on west approach to Rome bridge

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT.	MDSE. RET'D.	PAID OUT

QTY.	DESCRIPTION				PRICE	AMOUNT	
	Date time	8-85	9-85	Total			
	140 G blade	8	5	13	55 00	715	00
	966 loader	8	5	13	60 00	780	00
	Compactor	4	5	9	45	405	00
	690 Excavator	4		4	80	320	00
	GMC Dump	8	5	13	35	455	00
	Dia Reo " "	8	5	13	35	455	00

RECEIVED
APR 2 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ECEIVED BY	TAX	
	TOTAL	2830 00

1802

All claims and returned goods MUST be accompanied by this bill.

PRODUCT 610

Thank You

9932

April 11, 1986

Weaver Construction Co.
P. O. Box 588
Union, OR 97883

CON 5
9932

Re: Time Extension Request
I.O.N. Highway Bridges
Contract No. 9932
FAP No. BRF-87(5)

Your request for additional contract time in which to complete the above project has been received but cannot be considered.

In order to receive consideration, a request for adjustment of contract time must be submitted in accord with the provisions of Subsection 108.09 of the contract Standard Specifications. These specifications require the submittal of any such request within 60 days of "Second Notification". The Second Notice on this project was issued on November 6, 1985. Your request for adjustment of contract time was received on February 4, 1986, some 90 days after Second Notice, and therefore cannot be considered.

There remains 15 calendar days of liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
H. Shaw w/att.
FHWA w/att.

TE/264

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: February 26, 1986

SUBJECT: Time Extension Request
I. O. N. Highway Bridges
Contract No. 9932

Attached is a request from the contractor for an extension of contract time. Also attached is the Project Manager's recommendation.

The Standard Specifications applicable to this project was the 1984 edition. Subsection 108.09 states that the contractor's request must be submitted within 60 days of the second notification date.

The surety apparently gave consent February 3 and the Project Manager received the request February 4, 1986. This is 90 days after the date of the second notification.

4-10-86

W. E. Schwartz -

I concur with Region and recommend that this late request be denied.

O. B. Jackmond

Warren

Warren Richards
Region 5 Construction Engineer

WR/lm

Enc.

cc: Herb Shaw

CE ...... CAE ...... RECEIVED CFC ......
COE ...... OM ...... SA C
OE ...... FEB 28 1986 FE ...... CP
CA ...... PQC ......
CAM ...... CONSTRUCTION QCS ......
LEO ...... SECTION FILE ......

1387

9-32

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF=87(5)

2. STATE PROJECT NO See Below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20056

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 10, 1985

8. FEDERAL ROUTE NUMBER Primary 87

9. STATE ROUTE NUMBER Secondary 456

10. GENERAL LOCATION:
I. O. N. Highway Bridges

11. GENERAL DESCRIPTION OF WORK
Furnish and install two overwidth load restriction signs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5-10-85 as requested in Mr. Fredrickson's letter of 1-9-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $750;
Federal Funds $600.

RECEIVED
STATE HWY ENGR
JAN 24 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig-to
1/24

14. DATE 1/23/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9932

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: November 7, 1985

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

CON 5

E S Hunter

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
I.O.N. Highway Bridges Section
I.O.N. Highway, Malheur County
Contract No. 9932

This federal aid bridge replacement project is nearing completion and it is now apparent that the final cost will exceed the project authorization by $209,700 or 13 percent.

The primary reasons for the overrun of the authorized amount are additional detour costs and additional deck replacement.

The Jordan Creek detour, as designed by the consultant, was inadequate for the typical seasonal runoff. Price Agreement No. 1 was written for $65,000 to provide adequate drainage and sufficient roadway embankment to maintain traffic.

The Owyhee River Bridge deck was in worse shape than anticipated by the contract plans. Because much of the deck concrete was delaminated, the entire deck of Spans 2 and 3 was removed and replaced. This additional work was covered by Price Agreement No. 8 at a cost of $163,000.00

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $209,700 to a new total of $1,827,401.63. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
R. D. Hector
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 10, 1985

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
I.O.N. Highway Bridges Section
I.O.N. Highway, Malheur County
Contract No. 9932

This federal aid bridge replacement project is nearing completion and it is now apparent that the final cost will exceed the project authorization by $209,700 or 13 percent.

The primary reasons for the overrun of the authorized amount are additional detour costs and additional deck replacement.

The Jordan Creek detour, as designed by the consultant, was inadequate for the typical seasonal runoff. Price Agreement No. 1 was written for $65,000 to provide adequate drainage and sufficient roadway embankment to maintain traffic.

The Owyhee River Bridge deck was in worse shape than anticipated by the contract plans. Because much of the deck concrete was delaminated, the entire deck of Spans 2 and 3 was removed and replaced. This additional work was covered by Price Agreement No. 8 at a cost of $163,000.00

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $209,700. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
H. E. Shaw
B. M. Walton
D. L. Trout

81-125-1387

9432 jc **STATE COPY** cc: OSHD (Coulter)(D.Harmon)

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG - 2 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REGION NO. 10	REPORT NO. 3	COUNTY Malheur	DIVISION Oregon

IN COMPANY WITH
Dave Harmon, Bob Kaspari; OSHD - Discussed with Berry Hatcher; ODOT

DATE OF INSPECTION July 29, 1985	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer	PROJECT NO. BRF-87(5)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 68 %	WORK COMPLETED 59 %

I. O. N. HIGHWAY BRIDGES

This project was reviewed during a program review of the concrete deck pour of the Owyhee River Bridge at Rome. The program review is the subject of a separate report.

1. Jordan Creek Overflow (Br No. 2930A)

   The CMP arch is in place and under traffic and the concrete collars and walls are poured. Only backfilling of the south end wall remains.

   Jordan Creek (Br No. 1948A)

   The structure is complete and under traffic except for joint filler and the detour fill and bridge removal.

   Sheep Creek (Br No. 2429A)

   The CMP arch is in place and under traffic. Concrete forms for the south collar and wall need to be removed.

   Antelope Feed Canal (Br No. 1947A)

   This concrete box culvert has the footings excavated and the 14" steel H piles driven.

   Antelope Feed Canal #2 (Br No. 1946A)

   This concrete box culvert has both footings poured and the west backwall formed and re-steel in place.

(Continued)

Owyhee River Bridge (Br No. 1945A)

Westbound Lanes - The floor beams have been extended and the deck has been formed and reinforcement is in place and ready for concrete. The approach slabs are in place.

2. There is no work in progress except at the Owyhee River Bridge. On the westbound lane of the bridge 10 men and 8 concrete trucks are pouring the first deck section of the steel truss.

3. The first deckpour was a little ragged at first but finally ended as a good pour. Traffic was held up over an hour initially and then at times less than 30 minutes per truck. The concrete was of high quality and was continually wetted after casting.

The following are comments on the individual structure sites:

BR No. 2930A - The upstream fill behind the wall needs careful compaction after removal of the temporary timber support.

Br No. 1948A - The slab joints need poured joint material of fill in the joints.

Br No. 2429A - Backfilling data for the CMP wall should be verified for density (some minor deflections are showing up in the pipe).

#######

9932

ic **STATE COPY** cc: OSHD (Coulter)

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Malheur	DIVISION Oregon

IN COMPANY WITH: B. Hatcher, Project Manager; OSHD

DATE OF INSPECTION July 17-18, 1985	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. BRF-87(5)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 65 %	WORK COMPLETED 60 %

RECEIVED
STATE HWY ENGR
JUL 30 '85
REFER TO
Fredrickson
FOR
Info Invest R/D D/R Sign Act File

NOTED
W. E. SCHWARTZ

Org 7/31

I. O. N. HIGHWAY BRIDGES
I. O. N. HIGHWAY
Grading, Paving & Structures

WORK COMPLETED

Bridge	1945A (Owyhee Bridge)	40% Complete
	1946A (Antelope Feeder Canal @ M.P. 29.92)	10% Complete
	1947A (Antelope Feeder Canal @ M.P. 27.91	5% Complete
	1948A (Jordon Creek Br)	95% Complete
	2929A (Sheep Creek Br)	80% Complete
	2930A (Jordon Creek Overflow)	80% Complete

WORK IN PROGRESS

Forming for the deck on the Owyhee River Bridge.
Driving piling at Antelope Feeder Canal @ M.P. 27.91.

COMMENTS:

The contractor is preparing to pour the first half of the deck on the Owyhee River structure possibly the week of July 22nd. The vibration of the truss caused by traffic is a concern on the deck pours on this structure. Vibration of the truss must be kept to a mininum until the concrete gains sufficient strength. The present plan is to flag or pilot car traffic through the work site around the clock for several days to keep traffic speed down thru the critical concrete strength gain period. This work is considered beyond that called for in the contract bid items for the deck work and will be paid for separately.

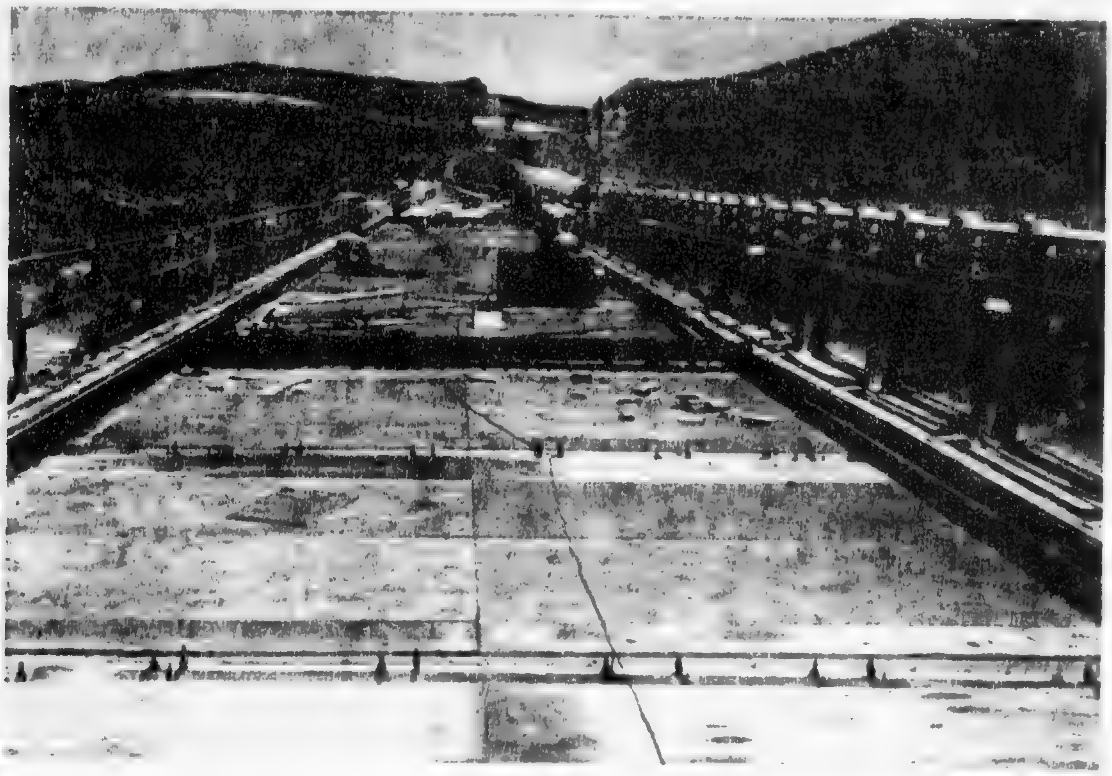
(Continued)

Since the last report a significant amount of delaminated or deteriorated concrete has been discovered in the existing bridge deck. After a thorough review it has been decided to replace the entire deck on this structure. This work will be included in a contract change order. The cost for this work will be approximately $170,000. Further documentation regarding this change is contained in the Division Office files. This change has been reviewed by Division Bridge Engineer Schell and has received tentative approval to proceed pending a formal request by the Highway Division.

The 14 X 117 H-Beam piling work for the Antelope Feeder Canal Bridge @ M.P. 27.91 began on July 18, 1985. The driving of the first piling for this structure was observed. The piling was driven into the ground approximately 30 feet. The calculated bearing exceeded the minimum plan bearing of 40 tons.
(See Photographs [redacted] and 2)

The detours around the Antelope structures are complete except for some stripe removal. This work was scheduled to be completed on the same day as this inspection.

Traffic thru the Jordon Creek area is now back on the highway and a portion of the detour fill has been removed.



1. Forming for the bridge deck on the Owyhee River crossing at Rome. The top of the existing floor beam in the foreground is in very good condition and is typical of the floor beams uncovered to date. The contractor plans to pour this half of the deck in two pours.

2. Driving piling at the Antelope Feed Canal @ M.P. 27.91.

- DBC -

U. S. DEPARTMENT OF TRANSPOR[illegible]ION
FEDERAL HIGHWAY ADMINIST[illegible]TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRF-87(5)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO.
20056

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
2/26/85

8. FEDERAL ROUTE NUMBER
Primary 87

9. STATE ROUTE NUMBER
Secondary 456

10. GENERAL LOCATION:

I.O.N. Highway Bridges

11. GENERAL DESCRIPTION OF WORK

Transport field laboratory to project and return.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 2/26/85 as requested in Mr. Fredrickson's letter of 4/11/85 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $450 - Federal funds $360.

RECEIVED
STATE HWY ENGR
APR 26 '85
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE
4/24/85

15. SIGNATURE OF APPROVING OFFICIAL
Christianson

16. TITLE
for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-78)

January 18, 1985

CON 5

Weaver Construction Co.
P. O. Box 588
Union, OR 97883

#9932

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9932 for work on the I.O.N. Highway Bridges Section at various locations in Malheur County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Fidelity and Deposit Company
of Maryland
57 West Second South, Suite 301
Salt Lake City, Utah 84101

Fidelity and Deposit Company
of Maryland
500 N. E. Multnomah, Suite 1201
Portland, OR 97232

Fidelity and Deposit Company
of Maryland
P. O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Barry Hatcher

General Contractors
Ph. (503) 562-5502

WEAVER
CONSTRUCTION
COMPANY

P. O. Box 588
Union, OR 97883

December 21, 1984

Office of Commission Services
State Transportation Bldg.-Rm. 121
Salem, OR. 97310

RE: DBE and WBE Documentation
I.C.N. Highway Bridge

Dear Sir:

In accordance with the supplemental contract provisions regarding disadvantage and women business enterprise goals, we submit the following. To comply with the assigned subcontracting goal, we submit the following for approval.

WBE goal - 1%--$14283.00

Subcontractors:

A & G Landscaping---Item #26---5 acres @1000.00 $5000.00
35886 Willama Vista
Pleasant Hill, OR. 97455

Service Steel Erection Co.---Item #39---Lump Sum $10670.00
P O Box 37
Keno, OR. 97627

TOTAL WBE $15670.00

DBE goal - 7%--$99979.74

Subcontractor:

Marmolejo Contractors Inc.---Item #41---18 slabs @3600.00 $64800.00
980 N.W. Wade St.
Estacada, OR. 97023
Item #44--- 9 slabs @4800.00 $43200.00

TOTAL DBE $108000.00

Sincerely,

Weaver Construction Co.

James A. Weaver, Pres.

RECEIVED
DEC 24 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

An Equal Opportunity Employer

[illegible]

CON 19-1
[illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-87(5)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-5-84

4. PROGRAM NO.

5. ITEM NO. 20056

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/28/84

8. FEDERAL ROUTE NUMBER Primary 87

9. STATE ROUTE NUMBER Secondary 456

10. GENERAL LOCATION:
I.O.N. Highway Bridges (BR #2430; 1948; 1947; 1946; & 1945)

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 11/9/84.

13. REMARKS

As requested by Mr. Potter's letter of 11/26/84 the revised PS&E documents for the subject project are approved at a TEC of $1,339,623; Federal Funds $1,071,698. (No increase in funding.)

RECEIVED
STATE HWY ENGR
DEC 6 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 12/5/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Zon 19-1 [illegible]

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
BRF-87(5)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20056

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
ST HWY ENGR
NOV 2'84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig w/ [illegible] 11/2

7. DATE AUTHORIZATION EFFECTIVE
10/24/84

8. FEDERAL ROUTE NUMBER
Primary 87

9. STATE ROUTE NUMBER
Secondary 456

10. GENERAL LOCATION:
I.O.N. Highway Bridges (Br #2430; 1948; 1947; 1946 & 1945)

11. GENERAL DESCRIPTION OF WORK
Grade, pave and structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 10/23/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your estimate as being cost effective.

Mr. Potter's 10/22/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,339,623; Federal Funds $1,071,698.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplised in accordance with your March 28, 1984 letter.

14. DATE
10/31/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR 1240 PREVIOUS EDITIONS MAY BE USED

CON 17-1
Owyhee R.
#1945A

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: October 12, 1984

SUBJECT: Owyhee River Bridge Proposal

I met with Calvin Martin, Vern McCain, Denny Jones and others concerning the Owyhee River Bridge replacement proposal. After telephone conversations with you and Mr. Martin, I reviewed all available data and did some detailed review of the consultant's hydraulic study. After the review, I concluded that the hydraulic study has some problems. After my meeting at Owyhee Junction, I was sure of it.

The waterway opening must be increased. The bridge length should be increased to the south. Dave Bryson is looking into this from a hydraulics standpoint. Walt Hart is advised.

R. D. Hector
Region Engineer

RDH/lm

cc: Walt Hart
Daye Bryson

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO
FOR

Info	Imtes	R/D	D/R	Sign	Act	File
✓						✓

NOTED
F.R. GRIFFIN

RECEIVED
OCT 15 1984
HIGHWAY ACCOUNTING

CON 14-1
Antelope
Feed
Canal

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 21, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project BRF-87(4)
ION Highway Bridge Replacement Structures
Consultant (International Engineer) Preliminary Plans
Bridge Numbers 1948A, 2430A, 2429A, 1946A, & 1947A
Malheur County

We have reviewed the consultants preliminary plan submittal forwarded to us September 7 by Dave Harmon on the above structures. We have the following comments:

Jordan Creek Bridge #1948A
The proposal is acceptable, however, consideration of battered piles at one bent might be advisable in view of the week foundation material.

Jordan Creek Overflow Bridge #2430A, and Sheeps Creek Bridge #2429A
Culverts proposed for these sites are acceptable and we agree with the alternates proposed, reinforced concrete box and the pipe arch.

Antelope Feed Canal Bridge #1946A
This project is acceptable, however, the consultant should be careful in drafting the specifications and include backfill requirements and the adequate wall support by the slabs during the backfillings.

RECEIVED
STATE HWY ENGR
SEP 24 '84
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act ✓ File

9-25-84
Hart
File [illegible]
E-JH

cc. to Hart
9-25-84
gw.

Antelope Feed Canal Bridge #1947A
This structure is acceptable and the backfilling operation should be carefully controlled with the specification. An additional consideration should be the minimum penetration of the piles or consideration of an "H" pile or consideration of spread footings at this site.

Owyhee River Bridge #1945A
The consultants proposal is acceptable.

Please consider these comments when drafting your reply to the consultant for his submitted preliminary plans submittal.

Sincerely yours,

For
Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

CON 17-1c
Antelope

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
DES 23
2430A

July 31, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: INAL S
LTER J. HA

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: I.O.N. Highway Bridge Project
BR 2430A

Enclosed is our review of the I.O.N. Highway Bridges preliminary design. Our comments raise the same questions as your report on July 19. Also enclosed is our letter transmitting your report to the consultant on July 23.

The consultant has been asked to respond to all of the above items.

The Antelope Feeder Canal, Bridge 1946, is not on the HBRR funding as its rating is 51.4. But with the completion of the roadway widening, the structure will be too narrow and its rating will drop below 50.

We wish to place this structure on the HBRR funding at this time and construct the roadway and the structure at the same time as this would be the most efficient and cost-effective method.

DGH:jrb

Enclosure

cc: E. S. Hunter /w/ enclosure

RECEIVED
STATE HWY ENGR
AUG 1 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

July 19, 1984

IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-BRF-87(4)
ION Highway Bridge Project
Bridge Nos. 2430A, 1948A, 2429A, 1947A, 1946A, & 1945A
Malheur County
Consultant Report

We have completed our review of the consultant report submitted to us by Mr. Hart June 25 on the above project.

We question the Jordan Creek drainage system presented. Why can't culverts be used for both the Jordan Creek overflow and Sheep Creek? The culverts are large and should have headwalls. The flows shown appear to be low enough to allow pipes. There are some additional items that must be considered with such a change. Has the consultant addressed the following questions? Will the local fields be flooded critically during this high water flood period? How much backwater can be expected? Has the old gage at Jordan Creek been used? Has the consultant contacted the local State Maintenace people and what were there comments?

The Antelope Feeder Canal crossings generally appear adequate. (Please note we do not have the 2nd crossing, Bridge No. 1946, on the bridge replacement list. We wonder if this structure is eligible for HBRR funding.) The 36 foot roadway width is acceptable for the new structures.

RECEIVED
STATE HWY ENGR
JUL 19 '84
REFER TO
Hart

FOR

Info	Invest	R/D	D.R	Sign	Act	File
					X	

7-26-84
Hart - file reply with
cc to me. Also instruct
the consultant (by letter) as
necessary to satisfy the above.
SLH

RECEIVED
JUL 27 1984
BRIDGE SECTION

NOTED
L E BACKSTRAND

NOTED
W.J. HART

Owyhee River Bridge hydraulic data indicates an adjustment in the flow from the active gage due to Jordan Creek. Do both of these streams peek at the same time and can you take the Jordan Creek flow directly off the Owyhee flow? Please note the 50 and 100 year flow are very close and this is suspect. The structural changes proposed appear acceptable. The 32 foot roadway for a structure to remain in-place is acceptable.

Please request answers to these questions and then proceed with the design.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

JSH

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
DES 23
2430A

July 2, 1984

Joseph C. Keller, P.E.
Project Manager
International Engineering Company, Inc.
P. O. Box 4057
1451 Hartman Street
Boise, ID 83704

I.O.N.Highway Bridges
I.O.N. Highway
Malheur County
BRS 2430A,1948A,2429A,1947A,
1946A,1945A

We have reviewed your preliminary design report and drawings submitted with your letter of June 20 and have the following comments:

1. A foundation report did not accompany your preliminary submittal and will be required before we can approve the preliminary design.

2. Steel piling were shown for Jordan Creek Overflow and Jordan Creek Bridges. It would appear that displacement type pile, either precast prestressed or steel pile shells filled with concrete, would be more appropriate.

3. When steel pile are used, we drive the pile 90 degrees from that shown on your plan sheets. The flanges are parallel to the bents.

4. The wingwalls on all the bridges are shorter and better hydraulically if angled from the abutment. The angle of the wall would split the angle between the bridge centerline and the bent centerline.

5. Jordan Creek Overflow

   a. What is the waterway required?

   b. Could a shorter span and/or the vertical abutments and wingwalls be eliminated by using a riprap slope at each end?

   c. Was a culvert considered for this site?

6. Jordan Creek Bridge

    a. What is the waterway required?

    b. Could a shorter bridge and/or the vertical abutments and wingwalls be eliminated by using a riprap slope at each end?

    c. An estimate of a 3-span precast slab bridge was not made. This may be less expsensive than the 2-span and would keep the bent out of the center of the channel. Something in the range of 43-56-43 should be considered.

7. Sheep Creek Bridge

    a. Why was the concrete box culverts selected over the steel pipe alternate?

    b. Was a short span bridge considered?

8. Owyhee River Bridge

    a. The rail on the main truss spans would be better if top mounted on the deck.

The hydraulic report has been reviewed by our Hydraulic Engineer, and he had the following comments:

1. The report should address the past flood history of each site. This can be obtained by interviewing our maintenance personnel and local residents.

2. The report should also state how much backwater the structures will create.

3. The report stated that there are no gages near the Jordan Creek site. There are no active gages near the site, however, there is stream gage data available from gage 13178000 (Jordan Creek above Lone Tree Creek, near Jordan Valley) which has been discontinued. The consultant may wish to revise the hydrology of Jordan Creek using this gage data.

4. The hydrology for the Owyhee River where the 100-year flood is only 200 cfs greater than the 50-year flood does not seem reasonable.

5. The report never made any recommendations concerning waterway requirements. Could Jordan Creek Overflow be shortened or eliminated? Could it be replaced with a pipe or a box culvert? Should the Jordan Creek main channel structure be shortened or lengthened?

6. The report stated the use of twin pipe-arch culverts, single and double-cell concrete box culverts and concrete stiff-leg culverts were investigated as alternatives. How about a short span bridge as an alternative?

7. The proposal for the Antelope Feeder Canals and the Owyhee River Bridge are hydraulically adequate.

May we have your response to these comments.

Walter J. Hart, P.E.
Bridge Engineer

cc: H. A. Schell, FHWA
R. D. Hector
David Bryson

[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: July 30, 1984 DES 23
1946A

FROM: Walter J Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT:
I.O.N. Highway Bridges
I.O.N. Highway
Malheur County
Br 1946A

On this section it was planned to replace or widen all six bridges from M.P. 25 to M.P. 53. All the bridges except the Second Crossing of the Antelope Feed Canal, Bridge 1946, are eligible for HBR funds. This bridge has a sufficiency rating of 51.4 (50 or below is required for HBR funds) and does not meet the requirements for structural deficiency or obsolescence. It is a timber structure and will probably need to be replaced within the next several years.

I would like to include this bridge as part of the contract using FA funds if available and State funds if FA funds are not available. The estimated cost is $70,000.

This bridge is presently being designed by the consulting firm that is designing the other bridges on this highway.

JMT:jrb

cc: John Wood

8-3-84
cy Potter
Suggestion is appropriate.
ESH
cy Hart

RECEIVED
STATE HWY ENGR
AUG 1 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

81-125-1387

CONSULTING
ENGINEERS

INTERNATIONAL ENGINEERING COMPANY, INC.
A MORRISON-KNUDSEN COMPANY

NORTHWEST DISTRICT OFFICE
P.O. BOX 4057 / 1451 HARTMAN STREET / BOISE, IDAHO 83704
PHONE: (208) 375-5232

July 19, 1984

Mr. Jim Hansen
Project Manager
Oregon Dept. of Transportation
Transportation Bldg., Rm. 329
Salem, Oregon 97310

Re: ION Highway Bridges - Project No. 4

Dear Mr. Hansen:

We have reviewed the comments received from Mr. Hart in a letter dated July 2, 1984, and we have the following comments:

1. The foundation report was submitted on July 16th.

2 & 3. Based on the recommendations of the foundation report, steel shell piles will be used (in place of the steel H-piles proposed) for all the bridges using piled foundations. Although the original cost analysis used H-piles, the use of steel shell piles is expected to make negligible difference to the cost comparisons.

4. On most of the bridges we agree with angling the wingwalls to provide better hydraulics and shorter wingwalls. However, angling does not always result in shorter wingwalls. At the Owyhee River Bridge, wingwalls were used to reduce the likelihood of damage to the approach pavement caused by erosion of the embankment slopes which have shown to be fairly erodable. In this case, aligning the wingwalls perpendicular to the roadway centerline has no effect on the hydraulics but does reduce wingwall length.

5, 6 & 7. The bridge configurations and culvert sizes presented were chosen to create minimal change to the existing flow conditions. We did not know that it was possible to eliminate bridges or reduce their capacity. We have expanded the hydraulic calculations to determine the minimum waterway and the corresponding bridge and culvert combination. The opening at Jordan Creek can be reduced to eliminate the wingwalls by use of a riprap slope at each end. However, the bridge length will remain at 140 feet. The existing bridges at Sheep Creek and Jordan Creek overflow can be replaced by 10' wide by 7' high box culverts.

RECEIVED
JUL 20 1984
BRIDGE SECTION

NOTED
J. S. HANSEN

6(c). We estimated the cost of a bridge of three equal spans of 47 feet each at Jordan Creek which used 21-inch deep voided slabs (see Table B), however, the cost was higher (only 5%) than the two span arrangement chosen.

7. At Sheep Creek a short span bridge (stiff leg) was considered. The concrete box culvert was chosen over the other alternatives (bridges and other culvert types) based on cost. See attached Table G for cost comparisons.

8(a). The rail mounting shown for the Owyhee River Bridge truss span was chosen to provide uniformity with the approach spans both in detail and appearance. The rail can be mounted on the deck over the main truss span, if that is desired.

We have not revised the preliminary design report for the corresponding drawings at this time. We did not think it was necessary to revise the report or the drawings until a decision has been made to the type of bridge or if a bridge is necessary.

The following comments are in response to the comments from your Hydraulic Engineer:

1. We neglected to include the historic flood information which was collected for the Owyhee River by the State survey crew. They were able to obtain an estimate of the water surface elevation at one of the farms downstream of the bridge. We used this data to estimate high water at the bridge for the flood of record. We contacted Clyde Nichols, the district maintenance superintendent at Jordan Valley, to obtain historic flood information at Jordan Creek. Clyde has been at the district for 23 years. In that time, he has not seen the water go over the roadway and there has been 12 to 18 inches of clearance under the bridges during the worst floods. This information on the historic flood will not change our design.

We were fortunate to observe the sites under flood conditions this spring. The Jordan Creek Bridge, Jordan Creek Overflow and Sheep Creek were the structures most affected by the high flows. Even at high flows the Sheep Creek structure was not carrying much of the flow.

Historic flood information on both sites will be included in the revised hydraulic report.

2. Various length bridges were analyzed at Jordan Creek to determine their effects on the backwater. The elimination of both the Jordan Creek Overflow and Sheep Creek Bridge was studied. It was determined that with the elimination of both small bridges and using a 140-foot bridge at Jordan Creek, the backwater would be raised 1.5 feet above the existing conditions.

The alternative of replacing both Sheep Creek and Jordan Creek Overflow with culverts was also analyzed. A combination of box culverts and 140-foot bridge maintained the backwater within the allowable criteria of one-foot clearance between the bottom soffit of the bridge and the 100-year flood water surface at the upstream edge of the bridge. With this alternative, the backwater was raised only .7 foot above existing conditions and the velocity was increased approximately 1.2 ft./sec. The abutment of the bridge would have to be protected with riprap. Scour at the bridge was evaluated and was estimated to be in the 8 to 9 feet range.

3. We were aware of the gage on Jordan Creek near Lone Tree Creek (13178000). The USGS report "Magnitude & Frequency of Floods in Eastern Oregon" (WRIR 82-4078) used this gage as part of their studies. The report indicated that if the drainage area at the site differs by more than 25% from the area above the gage, it recommends that the regional regression equations be used. The area above Jordan Creek Bridge is 592 mi.^{2} and above the gage it is 440 mi.^{2}, ($A_s/A_g = 1.346$) the difference being about 35%, so we used the regional regression equations in our computations.

4. The flows at the Owyhee River were re-computed using values based on the Water Resource Council (WRC) and adjusting based on drainage area to account for inflows from Jordan Creek which is between the bridge and the gage downstream. They are shown below:

Flood Frequence	Systematic Record cfs	WRC Estimate cfs
2 yr.	11,280	10,440
50 yr.	28,680	36,950
100 yr.	30,180	42,850

The flows originally shown in the hydraulic report were systematic flows (historic) and were adjusted based on estimates from the Jordan Creek drainage using the regression equations in the USGS report WRID 82-4078. The flows shown above were adjusted based on a ratio of the areas above site and gage taken to an exponent shown in the USGS report WRID 82-4078 for the appropriate region.

5. Refer to comments under Item No. 2.

6. Refer to comments under Item No. 7 above.

The hydraulic report will be revised and submitted for final approval if you are in agreement with our comments.

Very truly yours,

Joseph C Keller

Joseph C. Keller, P.E.
Project Manager

JCK:jrm

Encs: Table B
Table G

ITEM	UNIT COST	ALTERNATIVE #1 TWO SPAN 26" SLAB 70'-70'	ALTERNATIVE #2 THREE SPAN 12" SLAB & DECK TEE 20'-100'-20'	ALTERNATIVE #3 FOUR SPAN 12" & 21" SLABS 20'-50'-50'-20'	ALTERNATIVE #4 THREE SPAN STEEL 42'-56'-42'	TWO SPAN BULB TEE 70'-70'	TWO SPAN AASHTO TYPE III 70'-70'	THREE SPAN 21" SLAB 47'-47'-47'	TWO SPAN STEEL 70'-70'
3,300 PSI CONCRETE	$210	32 CY $ 6,720	41 CY $ 8,610	31 CY $ 6,510	72 CY $15,120	86 CY $18,060	86 CY $18,060	41 CY $ 8,610	53 CY $11,130
4,500 PSI CONCRETE	$240				143 CY $34,320	137 CY $32,880	143 CY $34,320		143 CY $34,320
EPOXY COATED REBAR	25¢				18,700 lb. $ 4,675	18,100 lb. $ 4,525	18,700 lb. $ 4,675		18,700 lb. $ 4,675
SUPERSTRUCTURE REBAR	45¢				31,200 lb. $14,040	30,100 lb. $13,545	31,200 lb. $14,040		31,200 lb. $14,040
SUBSTRUCTURE REBAR	45¢	5,900 lb. $ 2,655	7,600 lb. $ 3,420	5,700 lb. $ 2,565	13,300 lb. $ 5,985	15,900 lb. $ 7,155	15,900 lb. $ 7,155	7,600 lb. $ 3,420	9,800 lb. $ 4,410
STEEL A-588	70¢				69,840 lb. $48,888				112,970 lb. $79,079
PRESTRESSED SLAB - 12"	67.20		368 LF $24,730	368 LF $24,730				18	
PRESTRESSED SLAB - 21"	$90	19.		900 LF $81,000				1268 LF ? $114,120 91296	
PRESTRESSED SLAB - 26"	$66.50	1268 LF $109,682 96368							
PRESTRESSED BULB TEE	$127					564 LF $71,628			
PRESTRESSED 6 ft DECK BULB TEE	$146		600 LF $87,600						
AASHTO TYPE III	$95						564 LF $53,580		
WATER-PROOF MEMBRANE	$9	564 SY $5,070	564 $5,076	564 SY $5,076				564 SY $5,076	
STEEL PILES	$27	1,080 LF $29,160	1,080 LF $29,160	840 LF $22,680	1,080 LF $29,160	1,140 LF $30,780	1,140 LF $30,780	1,080 LF $29,160	900 LF $24,300
TRAFFIC BARRIER	$44	283 LF $12,452	283 LF $12,452	283 LF $12,452	283 LF $12,452	283 LF $12,452	283 LF $12,452	283 LF $12,452	283 LF $12,452
DEMOLITION	L.S.	$5,000	$5,000	$1,000	$5,000	$5,000	$5,000	$5,000	$5,000
RENOVATE PIERS	L.S.			$5,000					
TOTAL		$170,745	$176,048	$161,013	$169,640	$196,025	$180,062	$177,838	$189,406

JORDAN CREEK BRIDGE (MAIN CHANNEL) COST SUMMARY

TABLE B

ITEM	12' x 8' BOX CULVERT	TWIN CELL 8' x 6' BOX CULVERTS	16' x 14' STIFFLEG BRIDGE	TWIN 9'-4" x 6'-3" C.M. PIPE CULVERTS
3,300 psi Concrete @ $220/CY	90.0 CY $19,800 @ 220/yd^3	95.2 CY $20,944	113.4 CY $24,948	26 CY $5,720
Rebar @ $.45/lb	12,800 lb. $5,760	11,200 lb. $5,040	19,600 lb. $8,820	2,150 lb. $970
Excavation @ $9/CY	360 CY $3,240	360 CY $3,240		
Special Backfill @ $7/CY	360 CY $2,520	360 CY $2,520		
Corr. Metal Pipe $270/L.F.				104 L.F. $28,080
TOTAL	$31,320	$31,744	$33,768	$34,770

COMPARATIVE COSTS - SHEEP CREEK

TABLE G

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: April 6, 1984

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Frank E. Terpin

FROM: Frank E. Terpin, P.E., P.L.S.
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters

Section: Jordan Creek Bridge #1948
Highway: ION Highway
County: Malheur County

This letter, with the attached document, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

If additional information is needed, please contact Donald E. Keyes, Location Unit, 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

Attachment

cc D. E. Wilken
J. H. Versteeg
W. J. Hart
C. M. Gilmour
D. E. Keyes

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wekerlig

RECEIVED
APR 9 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

Form 734-3122

CON 12-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 3, 1984

In Reply Refer to
File No.:

DES 23
C & A 8096
(2430A)

Wendell A. Higgins, P.E.
District Vice President
International Engineering Company, Inc.
P. O. Box 4057
1451 Hartman Street
Boise, ID 83704

[illegible]

Personal Service Contract
I.O.N. Highway Bridges Project

Enclosed for your records is a fully executed personal service contract for preconstruction engineering services to be provided for the Jordan Creek Overflow, Jordan Creek, Sheep Creek, First Antelope Feed Canal, Second Antelope Feed Canal and Owyhee River Bridges on the I.O.N. Highway in Malheur County. The ODOT Program Section notified us today that all necessary approvals have been obtained, and that you may now begin work on the project. All work shall be done by October 18, 1984 based on Paragraph 2.b. of the Contract.

Enclosed is material from our files that may be of use. There is additional information available on the existing bridge in the files of the Bridge Section. Most of that information is on microfilm, and may be viewed by contacting the project manager.

Please continue to work exclusively through the project manager, Jimmy S. Hansen. Jim will contact you this week to arrange an on-site pre-design meeting with one of my Design Supervisors and a Region 5 representative. For questions about Field Location Work, you may contact Roger Lang, Region 5 Federal Aid Specialist, 2111 Adams Avenue, P. O. Box 850, La Grande, OR 97850, telephone 963-3177.

Walter J. Hart, P.E.
Bridge Engineer

Enclosures
cc: H. S. Coulter
Program Section
Commission Services
Region 5 /w/ Contract
FHWA

Form 734-3122

CON 19-1
Jordan
Cr.

AGR

Walt Hart
Attn: Jimmy Hansen
BRIDGE
Robert W. Gormsen
Commission Services

March 23, 1984

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

COPY CON 19-1 - SHEEP CR

Jordan Creek Overflow Br. #2430A	M.P. 25.64
Jordan Creek Bridge #1948A	M.P. 25.77
Sheep Cr. Br. #2429A	M.P. 25.89
Antelope Feel Canal, First Crossing #1947A	M.P. 27.91
Antelope Feed Canal, 2nd Crossing #1946A	M.P. 29.92
Owyhee R. Br. #1945A	M.P. 52.97

Attached for transmitting to International Engineering Company, Inc., is a fully executed personal service contract for engineering services to be provided for various bridges on the I.O.N. Highway.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

fkn
Att.

cc Jack Sollis (agree. att.)
Ed Marges

9732 456 N

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Malhaur Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION I.O.N. Highway Bridges (#2430,1948,1947,1946,1945,& 2429)

REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	123-1909	1-24-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 12,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 300 -
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT		110,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		400	937 HYDRAULICS		2,000
906 BRIDGE DESIGN		6,400	921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		700	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		300	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 140,000
PREVIOUS AUTHORIZATION		$ 120,000
ADD. AUTH. REQUIRED		$ 20,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F - BRF - 87(4)

LOCATION ENGINEER'S REMARKS

Consultant to perform all preliminary engineering up to P.S.& E.
Consultant to conduct foundation investigation and perform hydraulic study.
State to furnish Vicinity Map for Bridge 1945 (Owyhee River).

Sheep Creek Bridge ($2429) is added to the project.

/ Versteeg ✓
Anderson
cy Adams
cy Macnab
2 Stoudenmeyer
Terpin
3 Trout
Wakerlig

RECEIVED
FEB 2 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ___/___/___
Action

PREPARED BY Ronald T. Noble	DATE 1-24-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/27/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-17-84	

734-1914 (7-82)

1-3-84

PROJE PROSPECTUS
PART 4 — SURVEY AUTHORITY

Malheur Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
I.O.N.Highway Bridges (Bridges 2430, 1948, 1947, 1946, 1945)

REGION
V

SURVEY AUTHORITY 452	AUTHORIZATION NO.	PREFIX	DATE
	1	123-1909	

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 9,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		400	935 SOILS		
904 CONSULTANT		100,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		5,000	921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		500	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$120,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$120,000

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
E-BRF-87(4)

LOCATION ENGINEER'S REMARKS

Consultant to perform all preliminary engineering up to P S & E.
Consultant to conduct foundation investigation and perform hydraulic study.
State to furnish Vicinity Map for Bridge 1945 (Owyhee River).

1 Versteeg ✓
Anderson
Cy Adams to Bud
Cy Macnab
2 Stoudenmeyer TE
Turpin
3 Trout
Cy Weberlig

RECEIVED
JAN 04 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY J/E.Chidsey	DATE 10-21-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/3/84
RECOMMENDED, XXXXXXXXXBRIDGE ENGINEER X Walt	DATE 10-21-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 12-20-83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-8-83	

734-1914 (7-82)

LOC

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

15

SEE INSTRUCTIONS ON REVERSE

SECTION I.O.N. Highway Bridges (Bridges 2430,1948,1947,1946,1945)			KEY ID # 02044 REGION V
STATE HIGHWAY # 456	HIGHWAY NAME I.O.N.	MILE POST Intermittant FROM 25.64 TO 52.97	LENGTH 0.48 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Malheur	ROAD/STREET NAME
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 120	GRADING (✓)	X	FILES (#)	
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	
ROADWAY	$ 200		STRUCTURES (✓)	X	RELOCATIONS (#)	
STRUCTURES	$ 946		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	~~S~~/C
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 75				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Remove Exist Bridges	$ 83		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 522		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 1,826	WORK TYPE (1-12)	2	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ 1,946			☐ CITY FORCE ☐ COUNTY FORCE	
FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	4/84	RECOMMENDED FUNDING SOURCE HBR		RECOMMENDED PROGRAM YEAR 1984	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	5	5
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	850	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Four composite deck timber trestle bridges and one two-span steel deck truss with composite deck timber approach spans built in 1936-37. These bridges are old, requiring a high level of maintenance. All five are H-15 structures which reduces their carrying capacity. Horizontal clearance is restricted and the railings are substandard.

PROPOSED SOLUTION

Replace the five bridges with concrete structures with proper horizontal clearance and load rating

REQUESTED, ~~REGION ENGINEER~~ BRIDGE ENGINEER X	DATE 10-21-83			
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

Malheur Co

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
I.O.N. Highway Bridges (Bridges 2430, 1948, 1947, 1946, 1945)

REGION
V

PROJECT JUSTIFICATION

These five bridges were constructed in 1936-37 and have outlived their economic life. Sufficiency ratings for these bridges are:

BRIDGE	BRIDGE NO.		SUFFICIENCY RATING
Jordan Creek Overflow	2430	7'6	12.6
Jordan Creek	1948	"	41.0
Antelope Feed Canal (1st)	1947	"	17.5
Antelope Feed Canal (2nd)	1946	"	Being evaluated
Owyhee River	1945	"	17.5

ADMINISTRATION RECOMMENDATION

PROJE T PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

Malheur Co

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION I.O.N. Highway Bridges (Bridges 2430, 1948, 1947, 1946, 1945)

REGION V

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	C, ~~S~~	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	C ~~S~~	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	~~N~~C	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	~~S~~/C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	C ~~S~~	SECTION 106	N
VICINITY MAP	~~S~~/C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY				UTILITIES		(LIST BELOW)
ACQUISITIONS		RELOCATIONS		COMPANIES		
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)			

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				3			10	x	10			3				
				4			12		12			4				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	55'	32'	80,000	BRIDGE 5	335'	32'	566,000
BRIDGE 2	145'	32'	210,000	BRIDGE 6			
BRIDGE 3	33'	32'	45,000	BRIDGE 7			
BRIDGE 4	33'	32'	45,000	BRIDGE 8			

APPROVED

Location Engineer,

Date 12-20-78

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
I.O.N. Highway Bridges (Bridges 2430, 1948, 1947, 1946, 1945)

REGION
V

ESTIMATED RIGHT-OF-WAY IMPACTS

No additional right of way required. Impact to existing right of way is minimal.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Safety to motoring public will be improved by wider structures.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Minor impact on streams during construction.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

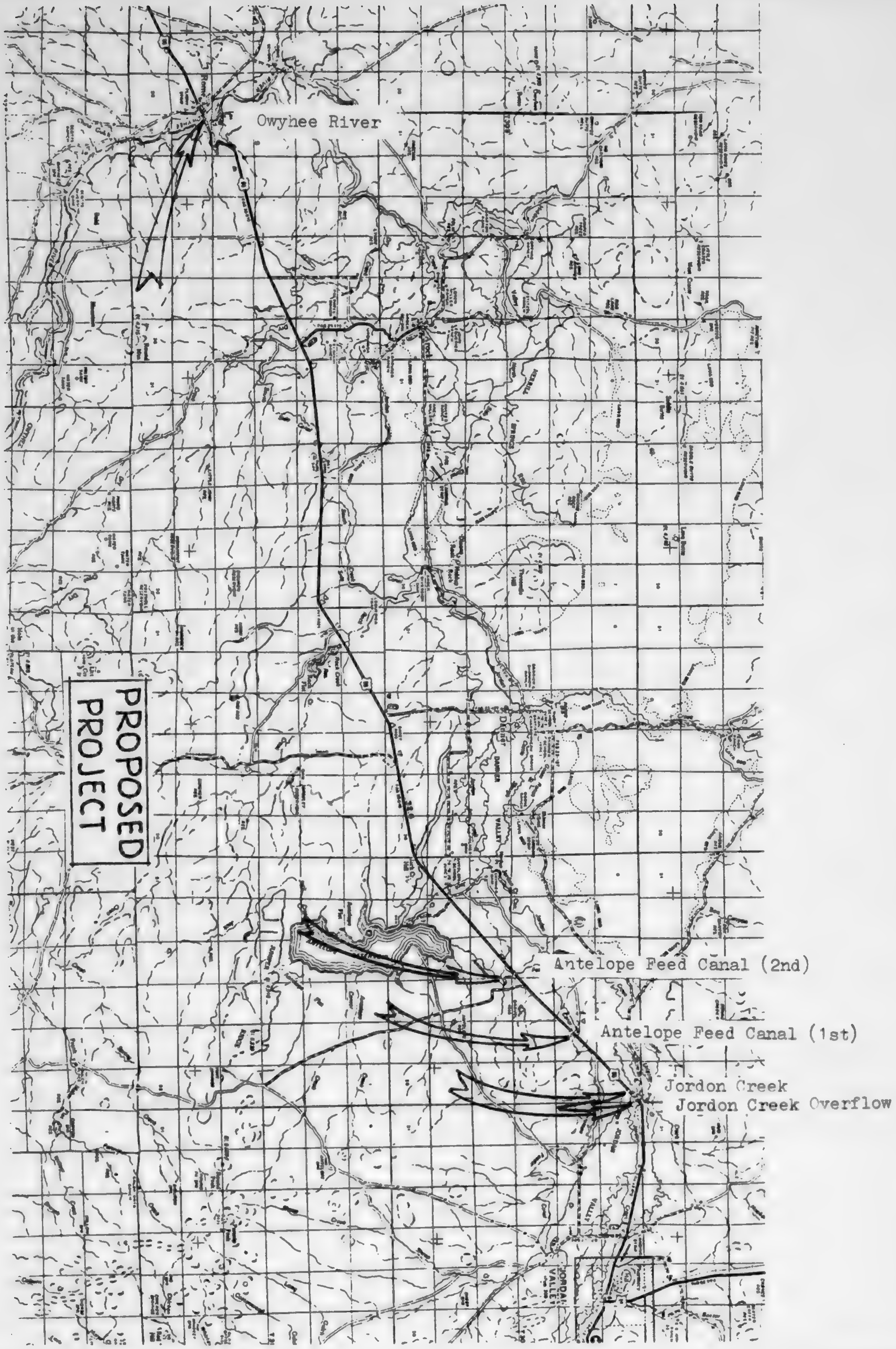
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X J.E.Chidsey	**TELEPHONE NUMBER** 378-6551	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE**


Owyhee River
PROPOSED PROJECT
Antelope Feed Canal (2nd)
Antelope Feed Canal (1st)
Jordon Creek
Jordon Creek Overflow

CON 17-1
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 29, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Jordan Creek Bridge #1948
ION
Malheur County
BRF-F-87(4)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

for 12/6/83
Division Administrator Date
[illegible]

ENVIRONMENTAL SECTION
December 8, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Dale Hiatt
Don Keyes (8)

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Jordan Creek Bridge #1948

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre of right-of-way for a temporary construction easement. However, if the project is constructed in conjunction with the replacement of the adjacent Jordan Creek Overflow Bridge, then construction easement around both projects would require the temporary acquisition of two to three acres.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. The project is consistent with the Malheur County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will remain unchanged. The proposed bridge replacement is tied to safety considerations. Bent piles and caps are decayed, the concrete deck is cracking, and the concrete curb and rails have deteriorated to the point of exposing the reinforcing bar.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No adverse stream impacts are anticipated. Any instream construction activities would be minimal and would coincide with the period when Jordan Creek flows are very meager.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The existing structure was constructed in 1937.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

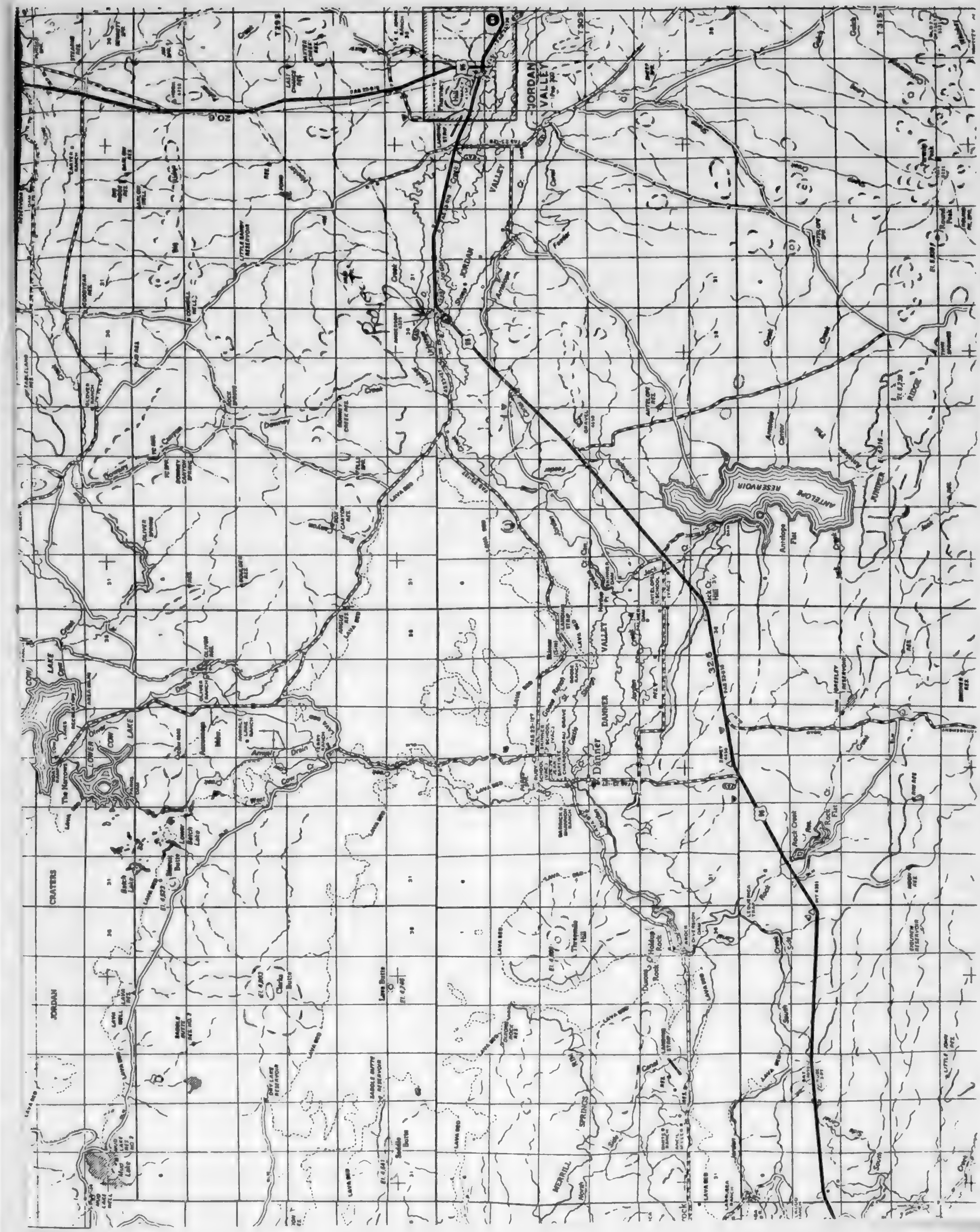
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement requiring the acquisition of less than one acre for a temporary construction easement. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION
Cultural Resource Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	December 6, 1973

734-1913 (7-82)


T29S
T30S
T31S
JORDAN VALLEY
Jordan Valley
VALLEY
JORDAN
Jordan Creek
Rodeo
Downey
Antelope Creek
ANTELOPE RESERVOIR
Antelope Flat
Jack Cr.
Jack Cr. Hill
Juniper
Ridge
DANNER
Danner
VALLEY
Cow Creek
Cattle Creek
Goose Creek
COW LAKE
LOWER COW LAKE
The Narrows
Arock Drain
West Cow Cr.
Lower Batch Lake
Batch Lake
Batch Butte
CRATERS
JORDAN
Threemile Hill
Clarks Butte
Lava Butte
Saddle Butte
Duncan Holding Rock
Rock Creek
Rock Flat
South Creek
MERRILL
SPRINGS
32.6
95
Lava Bed

CON 17-1
Antelope
Feed
Canal

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 29, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Antelope Feed Canal (2nd Crossing) Br. #1946
ION
Malheur County
BRF-F-87(4)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

CONCUR

12/6/83
for Division Administrator Date

ENVIRONMENTAL SECTION
December 8, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Dale Hiatt

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Antelope Feed Canal (2nd Crossing) Bridge #1946

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the aquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. The project is consistent with the Malheur County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow volumes will remain unchanged. Safety will be enhanced as caps and stringers are deteriorating, transverse cracks are observable on pavement, and bent #2 has settled.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. This is an irrigation canal and no in-canal work is anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The existing structure was constructed in 1937.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The detour of traffic over the canal or other construction activities must not interfere with the delivery of water to users or impede the use of the canal service road.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

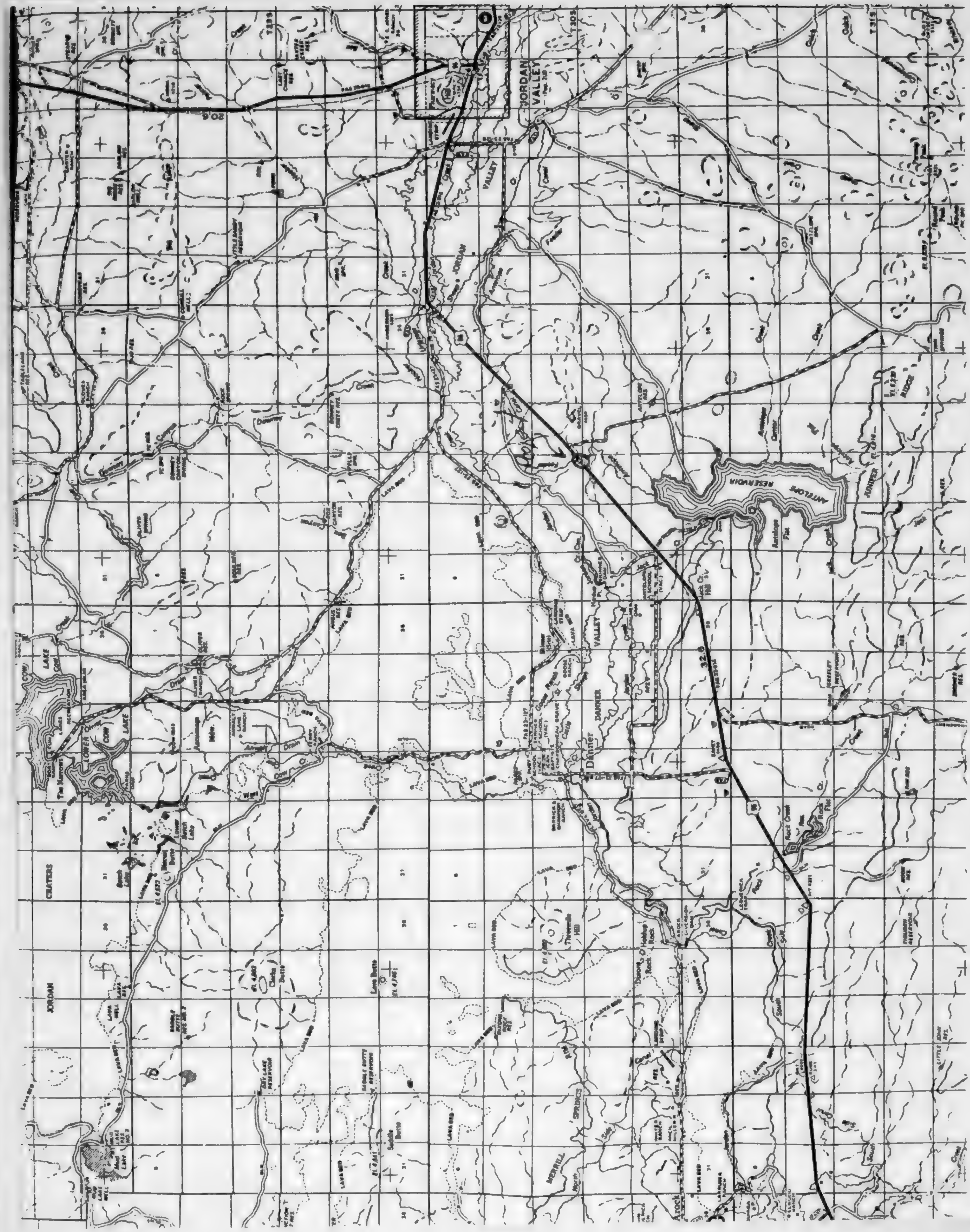
The proposed project is a bridge replacement project requiring the acquisition of less than one acre for a temporary construction easement. Function of canal will have to be maintained during construction. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

Cultural Resources Survey

PREPARED BY X John Preston	TELEPHONE NUMBER 963-3177	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE December 6, 1983

734-1013 (7-80)


JORDAN VALLEY
T 30S
T.29S
T.31S
20.6
32.6
VALLEY
JORDAN
ANTELOPE RESERVOIR
Antelope Flat
JUNIPER
RIDGE
Jack Cr.
Hill
Downey
LAVA BED
VALLEY
Goose Ranch
DANNER
Danner
Cattle
LANDING STRIP
COW LAKE
LOWER COW LAKE
The Narrows
Drain
West
Cow Cr.
Rock Creek
Rock Flat
CRATERS
JORDAN
Clarks Butte
Lava Butte
Saddle Butte
Threemile Hill
Rock
MERRILL
SPRINGS
North
Arock

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 29, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Jordan Creek Overflow Bridge #2430
ION Struc.
Malheur County
BRF-F-87(4)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour
Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

[illegible]

12/6/83
for Division Administrator Date
[illegible]

ENVIRONMENTAL SECTION
December 8, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Dale Hiatt

RECEIVED
DEC 12 1983
ROAD DESIGN
SECTION

____Versteeg ________
____Anderson ________
____Adams ________
____Macnab ________
____Stoudenmeyer ________
____Terpin ________
____Trout ________
____Wakerlig ________

Do Not File ☐
Return To ________
Bring Up ____/____/____
Action ________

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Jordan Creek Overflow Bridge #2430

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require acquisition of less than one acre of right-of-way for a temporary construction easement. If this project is constructed in conjunction with the replacement of the adjacent Jordan Creek Bridge, then a construction easement around both projects would require the temporary acquisition of two to three acres.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. The project is consistent with the Malheur County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will remain unchanged. Safety will be enhanced as bent piles and caps are decayed and concrete rails and curbs are deteriorated to the extent that reinforcing bar is exposed.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. The water course contains flowing water only during periods of high water.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The existing structure was constructed in 1937.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

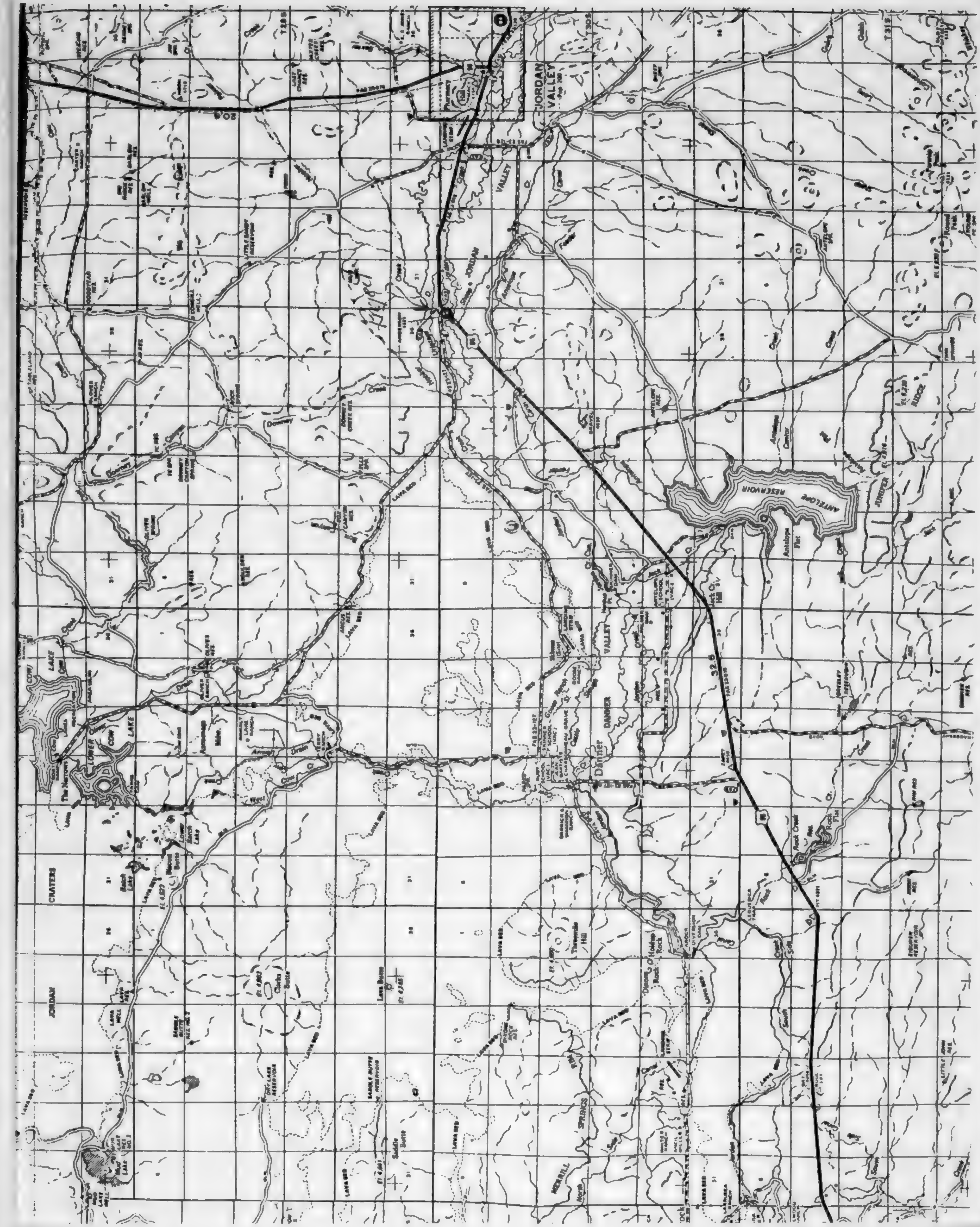
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement requiring the acquisition of less than one acre for a temporary construction easement. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

Cultural Resources Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	



JORDAN VALLEY
T 30 S
T 31 S
20.6
JORDAN
VALLEY
Jordan
Creek
ANTELOPE RESERVOIR
Antelope Flat
JUNIPER
RIDGE
Rock Cr.
Hill
32.8
DANNER
VALLEY
Danner
Goose Ranch
Cow Creek
COW LAKE
LOWER COW LAKE
The Narrows
Arrowk Drain
Rock Creek
Rock Flat
Threemile Hill
Clarks Butte
Lava Butte
Saddle Butte
CRATERS
JORDAN
NORTH SPRINGS
LAVA BED
South
Creek

CON 19-1
Antelope
Feed
Canal

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 28, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Antelope Feed Canal (1st Crossing) Br. #1947
ION
Malheur County
BRF-F-87(4)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

for Richard R. [illegible] 12/6/83
Division Administrator Date
[illegible] OREGON DIVISION

ENVIRONMENTAL SECTION
December 8, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Dale Hiatt

Form 734-3122

PROJEC PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION Antelope Feed Canal (1st Crossing) Bridge #1947	KEY ID # REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. The project is consistent with the Malheur County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will remain unchanged. Replacement of the existing structure would improve safety. The bridge is characterized by deteriorating bent caps and stringers, and the concrete curb and railing are spalling.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. This is an irrigation canal and no in-canal work is anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The existing structure was constructed in 1937.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The detour of traffic over the canal or other construction activities must not interfere with the delivery of water to users or the use of the canal service road.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

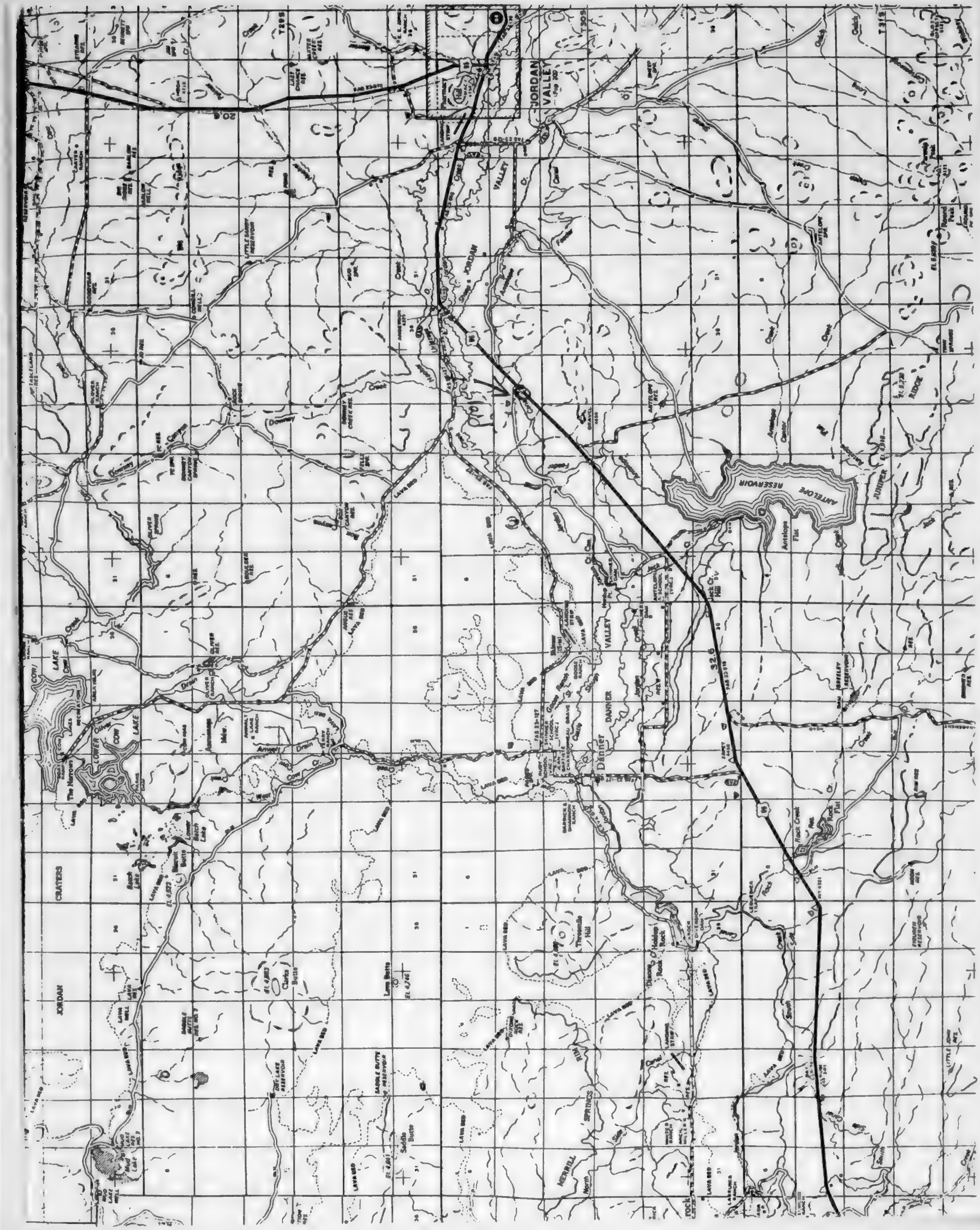
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement project requiring the acquisition of less than one acre for a temporary construction easement. Function of canal will have to be maintained during construction. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

Cultural Resource Survey

PREPARED BY X John Preston	TELEPHONE NUMBER 963-3177	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE December 6, 1983


T 29 S
T 30 S
T 31 S
JORDAN VALLEY
20.6
VALLEY
Cr.
JORDAN
Jordan
Creek
Downey
Antelope Reservoir
Antelope Flat
Jack Cr.
Hill
32.6
JUNIPER
RIDGE
Cow Lake
Cow Lakes
RECREATION AREA
Upper Cow Lake
Lower Cow Lake
The Narrows
Arritola Drain
Cow Cr.
Lower Batch Lake
Batch Lake
Coffeepot Crater
VALLEY
DANNER
Danner
Goose Ranch
Rock Creek
Rock Flat
Threemile Hill
Rock
CRATERS
JORDAN
Clarks Butte
Lava Butte
Saddle Butte
LAVA BED
MERRILL
SPRINGS
North
South
Dry Lake Reservoir
Saddle Butte Reservoir
Mud Lake

CON 17-1
Owyhee R.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

November 22, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Owyhee River Bridge (#1945)
I.O.N.
Malheur County
BRF-87(4)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

ENVIRONMENTAL SECTION
December 20, 1983

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

cc:
J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Spec
Surfacing Design
General Files
Bob Hector
John Preston
Dale Hiatt
Vernal Moore
Don Keyes (8)

CMG:lm

Attachments (4)

CONCUR:
12/16/83
for Division Administrator Date
FHWA OREGON DIVISION

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
OWYHEE RIVER BRIDGE (#1945)

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

The proposed project will require the use of stage construction or a temporary construction easement. The construction easement would involve one to two acres.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. The project is consistent with the Malheur County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will remain unchanged. The most imporant criterion for the proposed bridge replacement is safety. The existing structure is characterized by transverse cracking in apporach spans and broken concrete on the bottom of deck joints and diaphragms. Only temporary repairs have kept the structure opened to traffic.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Though at least one in-stream bent will be required, little or no adverse impacts on the Owyhee River are anticipated. In-stream construction activities would coincide with the period when Owyhee River flows are greatly reduced, minimizing any potential adverse stream impacts.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The existing structure was constructed in 1936.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

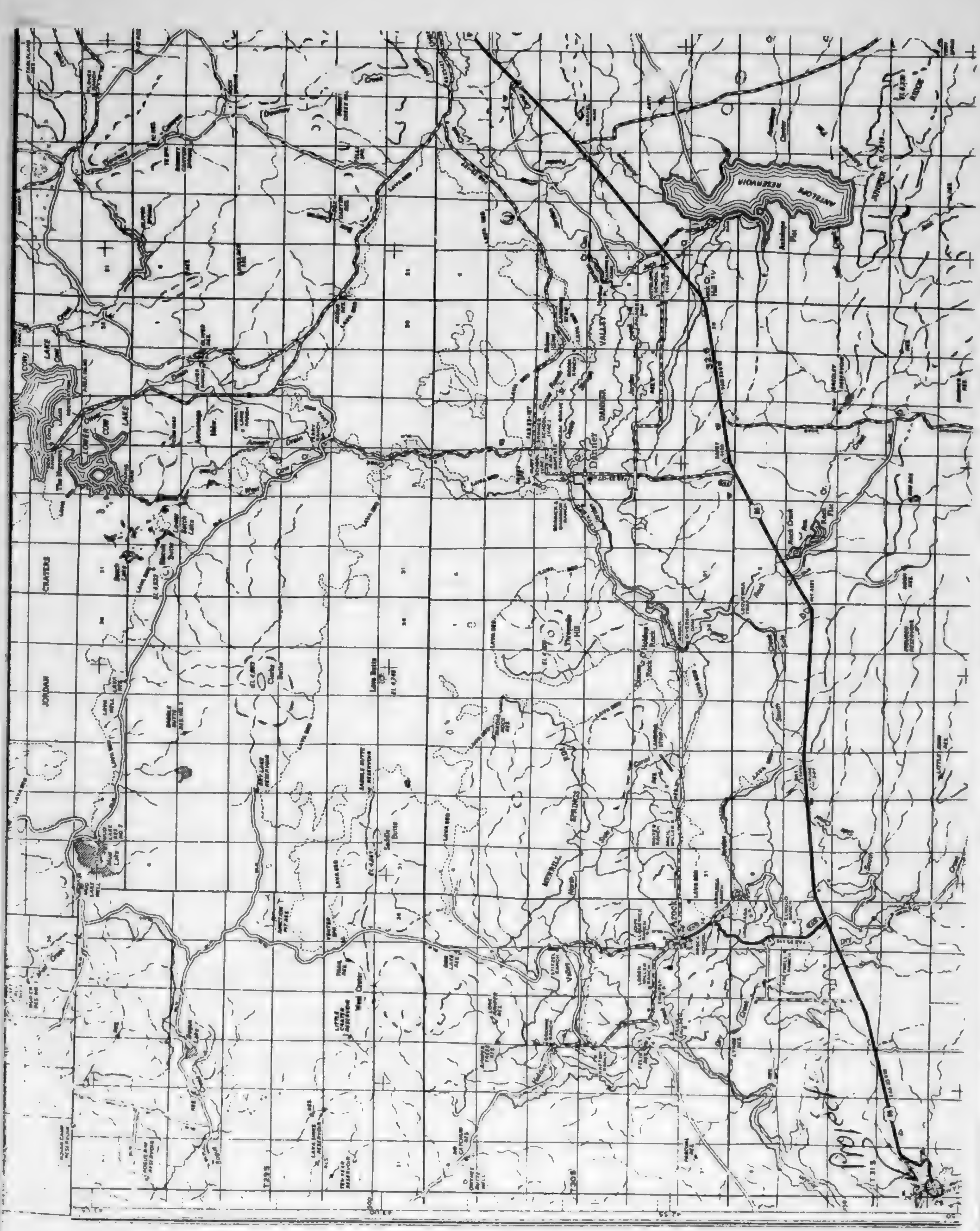
The proposed project is a bridge replacement requiring the acquisition of two to three acres for a temporary construction easement. In-stream bent construction impacts should be minor. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

Cultural Resource Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	December 16, 1983

734-1913 (7-82)


ANTELOPE RESERVOIR
COW LAKE
LOWER COW LAKE
CRATERS
JORDAN
DANNER
VALLEY
Danner
Thomas Hill
Lone Rock
Clarks Butte
Lava Butte
Saddle Butte
MERRILL
SPRINGS
Arock
Dry
32.6
95
T 29 S
T 30 S
T 31 S
Proj 46

1985 Five Mile Cr. Br. Sec, Pend- 9933
leton-John Day Hwy. S. of Ukiah.
(gr, pav, str.)

9933

J

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
RES 6

Date: January 11, 1989

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: W. J. Quinn
Engineer of Materials & Research

Subject: **Experimental Feature Final Report OR 84-01**
"Petrotac Bridge Deck Membrane - Five Mile Creek"

Enclosed are 3 copies of the final 1461 and report for the subject project. Evaluation of this feature was discontinued because a chip seal was applied to the deck making further measurements and observations impossible.

LS:lg

cc: William Anhorn

W

RECEIVED
STATE HWY ENGR

JAN 13 '89

ASSIGNED TO

FOR

INFO	[illegible]	ROUGH DRAFT	DIRECT REPLY	SIGN	ACT	FILE

9933

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-92	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-11-87	County UMATILLA
MODIFICATION NUMBER 1		Project Number BRF-30(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 18, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 225,570.00	$ 233,570.00
Federal funds	$ 180,455.00	$ 186,856.00
Other revisions		

This modification is made for the following reasons: To include increase of construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of MAR, 1987

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 9, 1987

Gen File

Federal-Aid Project No. BRF-30(6)

FIVE MILE CREEK BRIDGE SECTION
PENDLETON-JOHN DAY HIGHWAY
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Bridge No. 4725A (Sta. 436+13.32 to Sta. 442+23.50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Class "C" Asphalt Conc.	$40.00	440	$17,600.00	640	$ 25,600.00
Subtotal from previous Estimate of December 7, 1984					225,570.00
			Total Increase		8,000.00
			TOTAL		$233,570.00

Length of Project --------------- 0.116 miles

Federal Funds (80%) -------------	$186,856.00
State Funds ---------------------	46,714.00
TOTAL	$233,570.00

SubJob 010: 0%; SubJob 011: 100%
Contract No. C09933
Prefix: C030-1987
Prefix: C030-1005

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 500.00

DDB:pf

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA 12-221	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY UMATILLA PROJECT NO. BRF-30(6)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Five Mile Creek Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-84	0.116

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT $ 225,570	FEDERAL FUNDS $ 180,455

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XBy FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator DEC 18 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

AN

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 7, 1984

FEDERAL AID PROJECT NO. BRF-30(6)

Five Mile Creek Bridge Section
Pendleton - John Day Highway
Umatilla County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Bridge (Sta. No. 4725A) (Sta. 436+13.32 to Sta. 442+23.50)

Mobilization	Lump Sum	All	Lump Sum	$ 20,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	4,000.00
Temporary Signs	Sq. Ft.	200	10.00	2,000.00
Temporary Barricades	Each	4	100.00	400.00
Temporary Guard Rail, Type 2A Reflectorized	Lin. Ft.	300	8.85	2,655.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	200	18.00	3,600.00
Temporary Delineators	Each	20	20.00	400.00
Flaggers	Hour	50	10.00	500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	1,000.00
General Excavation	Cu. Yd.	1,825	2.00	3,650.00
Stone Embankment	Cu. Yd.	1,315	8.00	10,520.00
1"-0 Aggregate Base	Ton	870	15.00	13,050.00
Class "C" Asphalt Concrete	Ton	440	40.00	17,600.00
Guard Rail, Type 2A	Lin. Ft.	538	12.50	6,725.00
Guard Rail, Type 3	Lin. Ft.	100	25.00	2,500.00
Guard Rail Anchors, Type 1	Each	3	300.00	900.00
Guard Rail Anchors, Type 1 Modified	Each	1	300.00	300.00
Rail End Pieces, Type C	Each	4	100.00	400.00
Extra for Asphalt Approaches	Each	4	100.00	400.00
Delineators, Type 1	Each	4	25.00	100.00

STRUCTURE

Bridge Removal Work	Lump Sum	All	Lump Sum	9,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	4,000.00
Structure Excavation	Cu. Yd.	245	10.00	2,450.00
Structural Concrete, Class 3300 (100 CY)	Lump Sum	All	Lump Sum	20,000.00
Reinforcement (11,700 lb.)	Lump Sum	All	Lump Sum	5,497.00

4' x 60'/65' Prestressed Slabs	Each	8	5,600.00	44,800.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	145	61.00	8,845.00
Two-Tube Steel Railing	Lin. Ft.	120	50.00	6,000.00
Membrane Waterproofing	Sq. Yd.	228	16.00	3,648.00
				$ 194,940.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,465.00
Temporary Pavement Striping	All Required	1,415.00
Roadside Seeding and Mulching	All Required	1,000.00
		$ 3,880.00
	Subtotal	$ 198,820.00
	Engineering	26,750.00
	Total	$ 225,570.00

Length of Project --------------- 0.116 mile

Federal Funds (80%)	$ 180,455.00
State Funds	45,115.00
TOTAL	$ 225,570.00

Group 1: 100%
Contract No. 9933
Prefix: 30-1987 P.E.
30-1005
Appn Code: 118

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 500.00

CL:me pf

September 8, 1986

CON 5 - #9933

Industrial Indemnity Company
of the Northwest
421 S.W. Sixth Avenue
Portland, OR 97204

On September 2, 1986, we wrote to you concerning release of final payment on Contract No. 9933 awarded to K-2 Construction for work on the Five Mile Creek Bridge Section of the Pendleton-John Day Highway in Umatilla County.

Final payment on this contract is $7,308.80 and the total contract amount is $208,485.56. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: K-2 Construction
P.O. Box 66525
Portland, OR 97266

bc: C.O. Fredrickson
Walt Hart
Robert D. Hector

9933

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9933

TO: Commission Services

DATE: August 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9933, On Site Work Substantially Completed November 8, 1985

All Work Completed April 10, 1986

Project Five Mile Creek Bridge

Highway Pendleton-John Day

County Umatilla

Type of Work Grading, Paving and Structure

Contractor K-2 Construction Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-2-86 - Surety letter written.

RECEIVED
AUG 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9933

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
9933

DATE: July 2, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

RA Church for

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. BRF-30(6)

Contract 9933 ,Work Completed November 8, 1985

Project Five Mile Creek Bridge

Highway Pendleton-John Day

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 17, 1986

G.K. Hoover
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUL 28 '86
REFER TO
L. W. RULIEN
FOR
Info Inves R/D D.R Sign Act File

BMW:11

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
JUL 02 1986
OREGON DIVISION

734-2023 (2-85)

9933

N

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WE LY REPORT FOR CONSTRUCTION JECTS

FINAL REPORT

WEEK ENDING: April 26, 1986

CONTRACT NO: 09933

F.A. PROJECT NO.: BRF-30(6)

DATE OF AWARD: Nov. 26, 1984

FIRST NOTIFICATION DATE: Aug. 5, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: Nov. 12, 1985

ESTIMATED SEMIFINAL SUBMITTAL DATE: April 24, 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: WORKERS:

PERCENT CONTRACT WORK COMPLETED: 100 %

PROJECT NAME (SECTION): Fivemile Cr. Bridge

HIGHWAY: Pendleton-John Day

COUNTY: Umatilla

CONTRACTOR: K-2 Construction

KIND OF WORK: Grading, paving, structure

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 226,228.20

ESTIMATED PROJECT COST $ 204,663.96

ESTIMATED PERCENT OVERRUN[redacted] 1.7 %

ENGINEERING

AUTHORIZATION $ 17,938.80

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 26,163.26

PERCENT OF AUTHORIZATION 146 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
	10-15-85			24	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES						
EST. CORRECTED QUANTITIES						
EST. PERFORMED TO DATE						
PERCENT PERFORMED TO DATE						

ACTIVITIES THIS WEEK:

All corrective work completed on 4-1-86.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

None - project complete.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Semi-final submitted to Region on 4-24-86.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Ronald Reisdorf

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

9933   N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

November 20, 1985
IN REPLY REFER TO

HPR.1-OR/BRF-30(6)
X-Ref:430.2

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Rulien:

FA Project No. BRF-30(6)
Proposed Experimental Features Project
Petrotac Membrane on Bridge Deck for Waterproofing
Contract No. 9933 (Five-Mile Creek Bridge)

Your letter of November 12, 1985 submitted a proposed work plan for the subject experimental project. We have reviewed the work plan and it is hereby approved.

Sincerely yours,

John T. Price
for Dale E. Wilken
Division Administrator

cc:
OSHD (Gary Potter, Prgm Mgmt)
Region (HPP-010.6) w/cy State's Ltr, 1 cy Work Plan
1 cy Form 1461
Wash DC (HHO-41) w/2 cys Work Plan
1 cy State's Ltr
2 cys Form 1461

cys
Hunter
Schwartz
Hart
Blensly
Sullivan
Hector
11/22

RECEIVED
STATE HWY ENGR
NOV 22 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cc: L. W. Rulien

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH
Ed Neilsen, Project Manager, OSHD

DATE OF INSPECTION 11-19-85	INSPECTION MADE BY David B. Carter, Area Engineer, FHWA Original Signed by D. B. Carter Area Engr	PROJECT NO. BRF-30(6)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED See Below %	WORK COMPLETED 97 %

FIVE MILE CREEK BRIDGE SECTION
Pendleton - John Day Highway
Grading, Paving, and Structure

This project provides for the replacement of an existing bridge with a single span prestressed slab structure. Also included is the approach grading, paving, and guardrail.

This project is now complete except for some minor guardrail adjustments, clean-up, and concrete finishing. Acceptance of the project is recommended upon completion of this work. Elk hunters tore up an area which had already been seeded and mulched. This is considered not to be a responsibility of the contractor. The area will be reviewed in the Spring to see if any other work should be done to dress up the damaged area.

This project contains an experimental deck waterproofing known commercially as Petrotac Membrane. The proposed work plan for the evaluation of this material has been reviewed and approved.

This contract had a specified completion date of October 15, 1985. The project was not complete by this date, therefore, the progress of the work was labeled as unsatisfactory.

###########

NOTED
W F SCHWARTZ

Cy
12/9

RECEIVED
STAT. HWY ENGR
DEC 6 '85
REFER TO
Fredrickson
FOR

Form FHWA-1446A

DATE: November 12, 1985

RES

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Proposed Experimental Features Project
Petrotac Membrane on Bridge Deck for Waterproofing
Contract No. 9933 (Five-Mile Creek Bridge)
FA Project No. BRF-30 (6)

Enclosed for your review and approval are five copies of a work plan for the evaluation of Petrotac as a bridge deck waterproofing system on the subject project.

Membranes listed on the current approved list were evaluated and selected during the 1970's. Information has been received claiming Petrotac, which costs less, is as effective as the products previously approved. If this evaluation confirms the adequacy of Petrotac as a waterproofing membrane, the state will realize substantial future savings.

An estimate of evaluation costs and the initial Form 1461 are also attached. Contract funding will be used for evaluation of this feature.

If any additional information is required to obtain your approval, please let us know.

Enclosures

bc R. C. Blensly
W. J. Hart w/att.
R. D. Hector w/att.
Edgar Nielsen w/att.
Cecil C. Steele w/att.
Jack Sullivan w/att.

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. — STATE YEAR NUMBER SUF.
1 OR 85 - 04

CONSTRUCTION PROJ. NO.
8 BRF - 30 (6)

LOCATION
28 Umatilla Co.

EVALUATION FUNDING
48 1 ☐ HP&R 2 ☒ CONSTRUCTION 3 ☐ DEMONSTRATION 4 ☐ IMPLEMENTATION

NEEP NO.
49

PROPRIETARY FEATURE?
51 ☒ YES ☐ NO

SHORT TITLE

TITLE
52 Petrotac Membrane on Bridge Deck for Waterproofing

THIS FORM

DATE MO. YR.
140 11 - 85

REPORTING
144 1 ☒ INITIAL 2 ☐ ANNUAL 3 ☐ FINAL

KEY WORDS

KEY WORD 1
145 Bridge Decks

KEY WORD 2
167 Waterproofing

KEY WORD 3
189 Membranes

KEY WORD 4
211

UNIQUE WORD
233

PROPRIETARY FEATURE NAME
255 Petrotac

CHRONOLOGY

Date Work Plan Approved: MO. - YR.
277

Date Feature Constructed: MO. - YR.
281

Evaluation Scheduled Until: MO. - YR.
285

Evaluation Extended Until: MO. - YR.
289

Date Evaluation Terminated: MO. - YR.
293

QUANTITY AND COST

QUANTITY OF UNITS *(Rounded to whole numbers)*
297 2218

UNITS
305 1 ☐ LIN. FT. 2 ☒ S.Y. 3 ☐ S.Y.-IN. 4 ☐ C.Y. 5 ☐ TON 6 ☐ LBS. 7 ☐ EACH 8 ☐ LUMP SUM

UNIT COST *(Dollars, Cents)*
306 11.00

AVAILABLE EVALUATION REPORTS

315 ☐ CONSTRUCTION ☐ PERFORMANCE ☐ FINAL

EVALUATION

CONSTRUCTION PROBLEMS
318 1 ☐ NONE 2 ☐ SLIGHT 3 ☐ MODERATE 4 ☐ SIGNIFICANT 5 ☐ SEVERE

PERFORMANCE
319 1 ☐ EXCELLENT 2 ☐ GOOD 3 ☐ SATISFACTORY 4 ☐ MARGINAL 5 ☐ UNSATISFACTORY

APPLICATION

320 1 ☐ ADOPTED AS PRIMARY STD. 2 ☐ PERMITTED ALTERNATIVE 3 ☐ ADOPTED CONDITIONALLY 4 ☐ PENDING 5 ☐ REJECTED 6 ☐ NOT CONSTRUCTED *(Explain in Remarks if 3, 4, 5, or 6 is checked)*

REMARKS

321 Initial Report

700

FORM FHWA 1461
(REV. 8-79)

Previous Editions are Obsolete

WORK PLAN
EXPERIMENTAL FEATURE
BRIDGE DECK MEMBRANE - FIVE MILE CREEK BRIDGE

INTRODUCTION

During the 1970's the Oregon State Highway Division was involved in a Federally funded experimental program evaluating various waterproofing membrane systems for bridge decks. Through this program a list of approved products and/or systems was developed. Since the completion of that study, several products have been discontinued and replaced with new, redesigned products. While some of the original products are still available it is felt that the newer products should be evaluated so that Oregon can take advantage of products born from more current technology since they are purported to be more durable and often less expensive.

OBJECTIVE

The purpose of this project is to evaluate the placement and performance of a bridge deck waterproof membrane that is significantly cheaper, and reported to be as durable, as those currently specified. The savings on this project is then to be shared equally by the State and the Contractor.

SCOPE

The membrane, Petrotac (BDG) Bridge Deck Grade, is to be placed on the Five Mile Creek Bridge (Contract Number 9933). The bridge, located in Umatilla County on the Pendleton-John Day Highway at Mile Post 55.72, has an overall length of 0.12 miles.

This project will document the preparation of the structure for evaluation, the placement of the membrane, and the performance of the membrane before and after the deck is overlayed.

CONSTRUCTION

Prior to placement of the membrane electrical connections suitable for performing electrical resistivity tests will be provided.

A reasonably smooth deck surface is important for optimum performance of the membrane. If recommended by the manufacturer, a leveling course will be required to provide a surface that will minimize possible "bubbling" or other detrimental irregularities.

The primer used to bond the membrane to deck and to seal seams and patches shall be a water resistant adhesive compatible with the Petrotac membrane. The primer shall be applied to the cleaned concrete surfaces at the rate and according to the conditions as recommended by the membrane manufacturer. Drying time prior to applying the membrane shall be as recommended by the manufacturer, but the membrane material shall not be applied until substantially all volatiles have evaporated from the primer.

The prefabricated Petrotac membrane material shall be applied to the primed curb and bridge deck surfaces. The membrane shall be placed in such manner that a shingling effect will be achieved and that any water which accumulates will drain toward the curb and the drain pipes. Each strip will be overlapped a minimum of 4 inches or as recommended by the manufacturer. A good seal of the joints shall be obtained by using manufacturers recommended sealing strip or by using an adhesive along the joint. Hand rollers or other satisfactory pressure apparatus shall be used on the applied membrane to assure firm and uniform contact with the primed concrete surfaces.

Any torn or cut areas, or narrow overlaps, shall be patched using a satisfactory adhesive and membrane material. This shall be accomplished by placing sections of the membrane over the defective area in such a manner that the patch extends at least 6 inches beyond the defect. The patch shall be rolled or firmly pressed onto the surface.

Air pockets shall be either rolled out, or the membrane shall be cut so as to relieve the air pocket. Such cuts shall be patched as indicated above.

After the membrane material has been placed the membrane shall be cut and formed and sealed to the inside diameter of the drain pipes. The edge of the fabric along the curb shall be sealed with a troweled bead of suitable sealing compound to insure a watertight seal in this area.

A tack coat of 0.10 gallons residual asphalt per square yard shall be applied over the membrane before placing a hot mix overlay. The paving shall then be placed as specified.

EVALUATION

Initial evaluation of the waterproofing system shall be conducted by the Project Manager. Any problems related to installation or placement of asphalt concrete over the membrane will be noted. Costs for the completed installation will be documented.

After membrane placement and before overlay placement electrical resistivity measurements will be made. Upon completion of the project a second resistivity determination will be made. Further resistivity measurements will be performed after 6 months, 1 1/2 years and 2 1/2 years of service. Testing of the relative permeability of the installation by electrical resistivity methods will be performed by the Region Bridge Inspector using test equipment as outlined in the standard ASTM test procedures.

REPORTS

A post construction report, covering all elements of the work plan, shall be prepared, by the Materials Laboratory, within 90 days after completion of construction. This report will incorporate the information received from the Project Manager and the Region Bridge Inspectors.

Performance evaluations shall be conducted by the Region Bridge Inspectors. This will include visual observations and tests as indicated above.

The final report, indicating all conclusions reached, shall be prepared by the Materials Laboratory within 90 days after the final evaluation.

Cost of Evaluation

Installation of ground return wires to the strand on the pre-stressed beams. lump sum	545.00
Misc wiring and connectors	45.00
Sub-total	590.00
Inspection: prior to overlay	
ET 3 - 1 man-day @ $140/day	
ET 4 - 1 man-day @ $154/day	
Vehicle - day @ $10	
Misc supplies @ $30	
Sub-total	334.00

Inspection: after overlay

ET 3 - 1 man-day @ $140/day
ET 4 - 1 man-day @ $154/day
Vehicle - day @ $10
Misc supplies @ $30
Sub-total 334.00

Inspection: 6 month

ET 3 - 1 man-day @ $140/day
ET 4 - 1 man-day @ $154/day
Vehicle - day @ $10
Misc supplies @ $30

Flagging
Ea - 1 man-day @100/day
ET 1 - 1 man-day @110/day
Sub-total 544.00

Inspection: 18 month

ET 3 - 1 man-day @ $140/day
ET 4 - 1 man-day @ $154/day
Vehicle - day @ $10
Misc supplies @ $30

Flagging
Ea - 1 man-day @100/day
ET 1 - 1 man-day @110/day
Sub-total 544.00

Inspection: 30 month

ET 3 - 1 man-day @ $140/day
ET 4 - 1 man-day @ $154/day
Vehicle - day @ $10
Misc supplies @ $30

Flagging
Ea - 1 man-day @100/day
ET 1 - 1 man-day @110/day
Sub-total 544.00

Prepare interim construction narrative and condition report

1 - HE4 2 man days @ $190	$ 380	
1 - HE3 5 - man days @ $175	$ 875	
Subtotal		1255.00

Prepare final report

1 - HE3 3 - man days @ $175	$ 525	
Sub-total		525.00
Photographs, misc. incidentals		250.00
TOTAL		**4,920.00**
10% overhead		438.00
GRAND TOTAL		**5,358.00**

January 8, 1985

K-2 Construction Company
P. O. Box 66525
Portland, OR 97266

CON 5

#9933

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9933 for work on the Five Mile Creek Bridge Section of the Pendleton-John Day Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

alp

Enclosure

cc: Industrial Indemnity Co. of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Will Robertson

K-2 CONSTRUCTION COMPANY

P.O. BOX 66525, PORTLAND, OREGON 97266 (503) 775-4606

November 19, 1984

Oregon State Highway Division
Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

Re: Identification of DBE/WBE's

Project: Grading, Paving and Structure
Five Mile Creek Bridge
Pendleton-John Day Highway
Umatilla County

Gentlemen,

In accordance with 49 CFR 23, section 5, we hereby submit the following list of DBE's and WBE's used to meet this project's contract goals.

Very truly yours,

Carol Kozowski

Carol Kozowski
President

Encl: DBE/WBE Contractor List (2 pages)

RECEIVED
NOV 20 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Kay [illegible]

JOB: FIVE MILE CREEK BRIDGE PG 1 OF 2

BID DATE: 11/15/84

SUMMARY OF DBE/MBE/WBE's TO MEET CONTRACT GOALS

ITEM NO.	ITEM	UNIT	QTY	CONTRACTOR	CLASS	UNIT PRICE	TOTAL	
1	MOBILIZATION	LS	ALL	PACIFIC N.W. GUARDRAIL JOE REESE 287-2121	DBE	LS	3,000	
2	TEMP. TRAFFIC	LS	ALL	"	"	LS	300	
5	TEMP. GUARDRAIL	LS	300	"	"	8^{85}	2,655	SUBJECT TO A POSSIBLE REDUCTION OF 130 L.F. ±
14	TYPE 2A GUARDRAIL	LF	538	"	"	12^{50}	6,725	
15	TYPE 3 GUARDRAIL	LF	100	"	"	25^{00}	2,500	

RECEIVED
NOV 20 198
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JOB: FIVE MILE CREEK BRIDGE PG 2 OF 2 BID DATE: 11/15/84

SUMMARY OF DBE/MBE/WBE's TO MEET CONTRACT GOALS

ITEM NO.	ITEM	UNIT	QTY	CONTRACTOR	CLASS	UNIT PRICE	TOTAL	
16	GUARDRAIL ANCHORS TYPE 1	EA.	3	PACIFIC NW GUARDRAIL	DBE	300$^{\underline{00}}$	900	
17	GUARDRAIL ANCHORS TYPE 1, MOD.	EA.	1	"	"	300$^{\underline{00}}$	300	
18	RAIL END PIECE TYPE C	EA	4	"	"	95$^{\underline{00}}$	380	
20	DELINEATORS	EA	4	"	"	25$^{\underline{00}}$	100	
				TOTAL :			$15,860	8.13%
	ALL OTHER BID ITEMS			K-2 CONSTRUCTION - WBE			$179,080	91.87%
				TOTAL CONTRACT AMOUNT			$194,940	100%

RECEIVED
NOV 20
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-30(6)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40044

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STAT HWY ENGR
NOV 2 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
w/att
11/2

7. DATE AUTHORIZATION EFFECTIVE 10/24/84

8. FEDERAL ROUTE NUMBER Primary 30

9. STATE ROUTE NUMBER Primary 28

10. GENERAL LOCATION

Five Mile Creek Bridge #04725A-02805566 Bridge Section

11. GENERAL DESCRIPTION OF WORK

Grade, pave and structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- xx☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- xx☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 10/18/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your estimate as being cost effective.

Mr. Potter's 10/22/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $235,189; Federal Funds $188,151.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplised in accordance with your March 28, 1984 letter.

14. DATE 10/31/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

CCA: 17-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 21, 1984
IN REPLY REFER TO
HBR-OR
BRF-30(6)
BRF-6(8)
BRF-6(10)
BRF-6(9)
BRS-190(1)

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Bridge Waterproof Membranes

Please be informed it is still Federal Highway's position that waterproof membranes are required on all state highway bridges that are covered with asphalt. Mr. Anhorn in his September 10 memorandum to Mr. Hart does not seem to be aware of this national policy. If the following bridges have asphalt overlays a waterproof membrane must be included.

BRF-30(6) Five-Mile Creek (#4725A)
BRF-6(8) Dry Creek (#4986)
BRF-6(10) Dry Gulch Creek (#3495)
BRF-6(9) Johnny Creek (#0256A)
BRS-190(1) Middle Fork Cold Springs (#4780)

Sincerely yours,

For Hatchell
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 24 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cc:
OSHD (W Hart)
OSHD (G Potter)

[illegible]

9-25-84
cc All Region Engrs - Include copy of Backstrand letter
EA71

CC's sent
9-25-84 RW

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
DES 23
4725A
3495A
4986B
16720
4780A

September 19, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

NAL SIG
E. BACK

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Bridge Waterproofing Membrane

Enclosed is a copy of the letter from Region 5 Construction Engineer requesting elimination of the waterproof membrane for the following structures:

1. Five Mile Creek Bridge, Bridge 4725A
2. Dry Gulch Bridges, Bridges 3495A and 4986B
3. Johnny Creek Bridge, Bridge 16720
4. Middle Fork Cold Springs Canyon Bridge, Bridge 4780A

The Region has indicated that they will not use salt in the areas where the above structures are located.

Please confirm if you concur with Region's request.

KAK:jrb

Enclosure

cc: E. S. Hunter
~~Gary Potter~~

RECEIVED
STATE HWY ENGR
SEP 20 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

c/m 734-3122

9733

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 13, 1984

In Reply Refer to
File No.:

TO: Corps of Engineers (2)
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Clear

FROM: Frank E. Terpin Frank E. Terpin
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters

Section: Five Mile Creek Bridge
Highway: Pendleton-John Day
County: Umatilla

This letter, with the enclosed document, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

This project is for the replacement of an existing timber structure that was constructed in 1931. The new bridge will be a single-span concrete bridge supported by abutment walls at each end. Wingwalls will be constructed at all four corners. There will be approximately 100 cubic yards of loose riprap protecting the toes of the abutments.

A detour will be constructed to carry traffic during construction of the new bridge and will be removed when no longer needed. The detour will require approximately 1,400 cubic yards of clean granular material. Approximately 800 cubic yards of this material would be in the creek channel.

If additional information is needed, please contact Donald E. Keyes, Location Unit, Room 212 Transportation Building, Salem, OR 97310, telephone 378-6265.

Attachments
cc D. E. Wilken w/o attach
J. H. Versteeg "
W. J. Hart "
C. M. Gilmour "
D. E. Keyes w/attach

RECEIVED
AUG 10 1984
ROAD DESIGN SECTION

Versteeg
Anderson
B GY Adams
GY [illegible]
Edwards
Terpin
✓ Trout
Wakerlig

Do Not [illegible]
Return [illegible]
Bring Up ..../..../....
Action

Form 734-3122

[illegible]

CON 19-1
Five
Mile
Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DES 23
4725A

RECEIVED
STATE HWY ENGR
AUG 2'84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

July 31, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

NOTED
E. S. HUNTER

SUBJECT: Five Mile Creek Bridge
Pendleton-John Day Highway (395)
Umatilla County
BR 4725A

Enclosed are two reduced prints of Drawings 38399 and 39434 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two copies of the foundation and hydraulic reports.

The structure is provided for two 12-foot lanes and two 3'-7" shoulders which is in accordance with the standards governing the project.

Our study indicates that a single-span structure with vertical abutments is the most economical solution at this site. The superstructure consists of 26-inch prestressed precast slabs. Retaining walls are provided at all four corners to catch end fills.

An open single-span with side slopes and a two-span structure alternates were also studied for this location and proved to be expensive.

The estimated cost of the proposed structure based on quantities, including engineering and contingencies is $97,000.

We request your approval of our preliminary plan.

MAM:jrb
Enclosures
cc: ✓E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1
R. D. Hector, Region 5 Engineer /w/ 2
Cam Gilmour /w/ 1

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: June 27, 1984

Ernie Crom

FROM: Ernie Crom
Hydraulics Specialist

SUBJECT: Five Mile Creek Bridge (#4725A)
Highway 395 (Pendleton-John Day)
Umatilla County

The proposed project will replace an existing 73-foot long, three-span timber structure. The new structure will be placed on the same alignment as the existing structure.

HYDROLOGY

Five Mile Creek is a tributary to Camas Creek and drains an area of approximately 47 square miles above the proposed bridge site. Stream gage data is available from gage numbers 14042500 (Camas Creek near Ukiah) and 14041500 (North Fork John Day River near Dale) located within the John Day River Basin with drainage areas of 121 square miles and 525 square miles, respectively. The recurrence interval vs. peak discharge relationship listed below was determined from a statistical analysis of this gage data using a log-Pearson Type III distribution and then adjusted to reflect the drainage area at the bridge.

RECURRENCE INTERVAL	PEAK DISCHARGE
100-year	1995 cfs
50-year	1670 cfs
25-year	1375 cfs
10-year	1040 cfs
5-year	820 cfs

A highwater elevation of 490.5 feet at the bridge site was established from information supplied by the highway maintenance supervisor. This highwater is estimated to have been the 25-year flood with a peak discharge of 1375 cfs. He stated that there have been no problems associated with highwater at this site. He also stated that there has been no debris problems at the site.

HYDRAULIC DESIGN

The 50-year flood with a peak discharge of 1670 cfs was chosen as the design flood. The estimated highwater elevation during this flood is 490.9 feet.

Contains Recycled Materials

The replacement structure should provide a waterway opening of 200 square feet below elevation 491.0 feet as shown on the attached sketch. A structure which clear spans the waterway is recommended.

The following tabulation compares the proposed structures to the existing structure for the design.

	EXISTING BRIDGE	PROPOSED STRUCTURE
50-Year Flood		
Design Discharge	1670 cfs	1670 cfs
Highwater (Inc. Backwater)	491.3 ft	491.0 ft
Normal Area Below Design Highwater	199.0 sq ft	200.0 sq ft
Average Velocity	8.1 fps	8.3 fps
Backwater	0.4	0.1
100-Year Flood		
Design Discharge	1995 cfs	1995 cfs
Highwater (Inc. Backwater)	491.8 ft	491.5 ft
Normal Area Below Design Highwater	223.4 sq ft	233.1 sq ft
Average Velocity	8.7 fps	8.9 fps
Backwater	0.4	0.1

RIPRAP

No required —

The toe of the vertical abutments should be protected with an 18-inch blanket of Class 100 loose riprap. A filter blanket will not be required. Spillthough abutments should be protected with a 3-foot thick blanket of Class 700 loose riprap. This protection will require a 9-inch thick filter blanket.

EC:ge
Attachments

cc w/att Frank Terpin
Walt Hart
Jack Davis
Don Adams ✓
Bob Hector
Herb Schell, FHWA

Versteeg
Anderson
6 GY Adams
GY [illegible]
Edwards
Terpin
/ Trout
Wakerlig
RECEIVED
ROAD DESIGN SECTION
Do [illegible]
Return to
Bring Up
Action

HYDRAULIC DATA

Existing Bridge		DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (*N.A.*)
Discharge	cfs m^3/s	*1670*	*1995*		*3800*
Frequency—yrs.		*50*	100		*500*
H.W. Elevation Natural Channel	ft. m.	*490.9*	*491.4*		*493.1*
Backwater Elevation	ft. m.	*491.3*	*491.8*		*493.9*
Average Velocity	fps mps	*8.1*	*8.7*		*10.8*
Headwater Elevation	ft. m.				
Tailwater Elevation	ft. m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

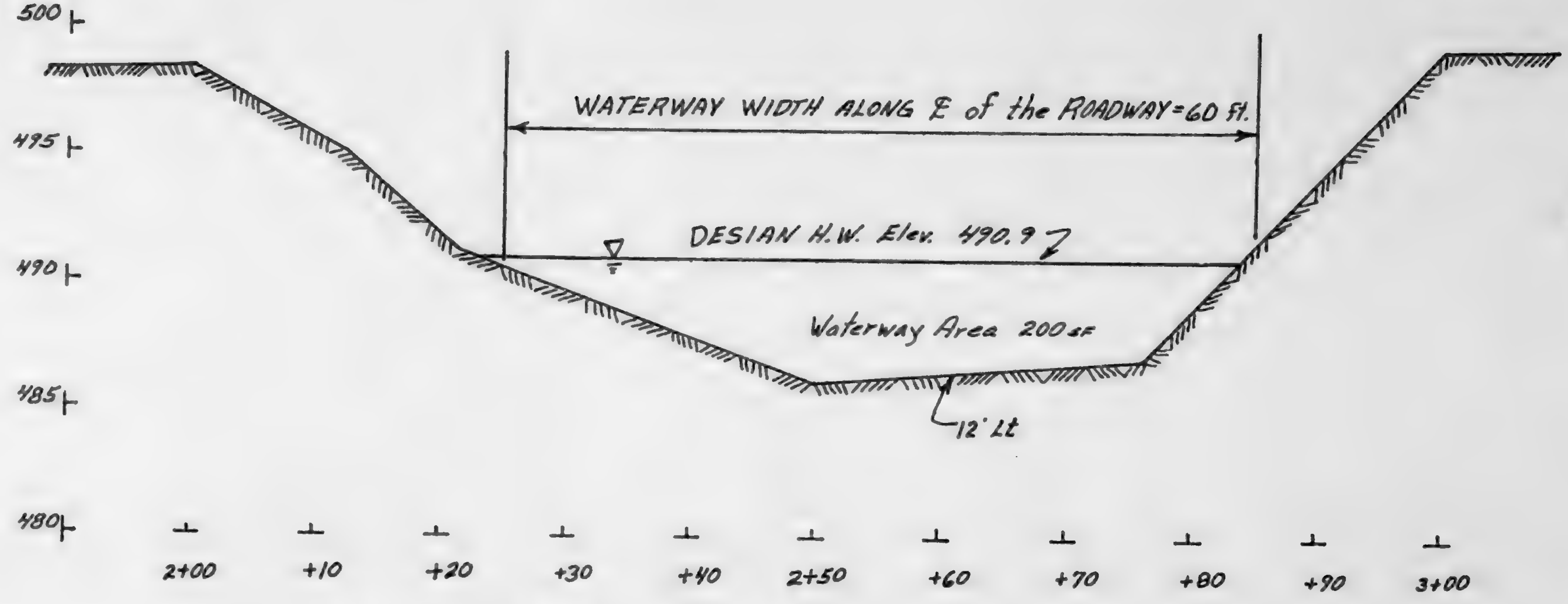
REMARKS:

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

Five Mile Creek Bridge (#4725A)
Pendleton - John Day Highway
Umatilla County

COMPILED BY: *Ernie Crom*

DATE: *June 27, 1984*


500
495
490
485
480
WATERWAY WIDTH ALONG ℄ of the ROADWAY = 60 Ft.
DESIAN H.W. Elev. 490.9
Waterway Area 200 sF
12' Lt
2+00
+10
+20
+30
+40
2+50
+60
+70
+80
+90
3+00

FIVE MILE CREEK BRIDGE

HIGHWAY 395 (PENDLETON-JOHN DAY)
UMATILLA COUNTY

CON 17-1

. nig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-30(4)

2. STATE PROJECT NO. See below

[illegible]

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon 10-24-83

4. PROGRAM NO.

5. ITEM NO. 40044

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-24-83

8. FEDERAL ROUTE NUMBER Primary 30

9. STATE ROUTE NUMBER Primary 28

10. GENERAL LOCATION:
FIVE MILE CREEK BRIDGE #4752A SECTION

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
*☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work TEC $28,500; FF $22,800

13. REMARKS

As requested by Mr. Swan's PEA dated October 13, 1983. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
OCT 26 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

CJ 10/26

14. DATE 10-24-83

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7923

1

PROJEC. PROSPECTUS

PART 4 — SURVEY AUTHORITY

Umatilla Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Five Mile Creek Bridge (4725A)

REGION: 5

SURVEY AUTHORITY Hwy #28	AUTHORIZATION NO. 1	PREFIX 30-1987	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT		10,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		1,000
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		800
906 BRIDGE DESIGN		1,000	921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		300	932 RAILROAD & UTILITIES					

TOTALS	$	$24,800
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BRF-30(4)

LOCATION ENGINEER'S REMARKS

1 Versteeg
Anderson
2 Adams
(cy) Macnab
3 Stoudenmeyer
Terpin
4 Trout
(cy) Wakerlig
5 Molly

RECEIVED
NOV 15 1983
ROAD DESIGN SECTION

cy to Lyle
Do Not File
Return To
Bring Up /
Action

Approved by Hwy Engr 7-5-83 (WEL)

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/17/83
RECOMMENDED, REGION ENGINEER X	DATE 9-9-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

FMB0001

SECTION Five Mile Creek Bridge (#4725A)			KEY ID # 01262 REGION 5
STATE HIGHWAY # 23	HIGHWAY NAME Pendleton-John Day	MILE POST FROM 55.66 TO	LENGTH
☐ URBAN ☒ RURAL	CITY	COUNTY Umatilla	ROAD/STREET NAME
ROUTE # US 395	FEDERAL AID # FAP 30	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ ~~30~~ 25	GRADING (✓)		FILES (#)		
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)		
ROADWAY	$		STRUCTURES (✓)	X	RELOCATIONS (#)		
STRUCTURES	$ 100		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	SC
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 10				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 40		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 150	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ ~~180~~ 175					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 86	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1987

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	470	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This structure has deteriorated requiring temporary repairs to keep it in service.

Current sufficiency rating is 21.0

PROPOSED SOLUTION

Construct reinforced concrete slab span structure.

REQUESTED REGION ENGINEER X	DATE 12/27/82			
APPROVED ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 7-5-83	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

KEY ID #

SECTION
Five Mile Creek Bridge (#4725A)

REGION
5

PROJECT JUSTIFICATION

This existing timber structure was constructed in 1931 which has far exceeded the expected design life and its current sufficiency rating is 21. Temporary repairs have allowed this structure to remain in place. The heavy vehicle traffic is 24% of the total. It is anticipated additional maintenance and temporary repairs will be needed in order to keep this structure in service.

This project is consistent with the Division's goal to replace substandard bridges in order to maintain the system.

ADMINISTRATION RECOMMENDATION

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 1262

SECTION: Five Mile Creek Bridge (4725A)

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N ~~S~~
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	C ~~S~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C ~~S~~	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	C ~~S~~	SECTION 106	N
VICINITY MAP	C ~~S~~	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	C ~~S~~	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C ~~S~~	RR ENCROACHMENT	N	▨	▨	SIGNALS		OLD (#)	NEW (#)

UTILITIES		(LIST BELOW)	

COMPANIES

Telephone

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED: 55

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				4			12		12			4				
				4			12		12			4				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

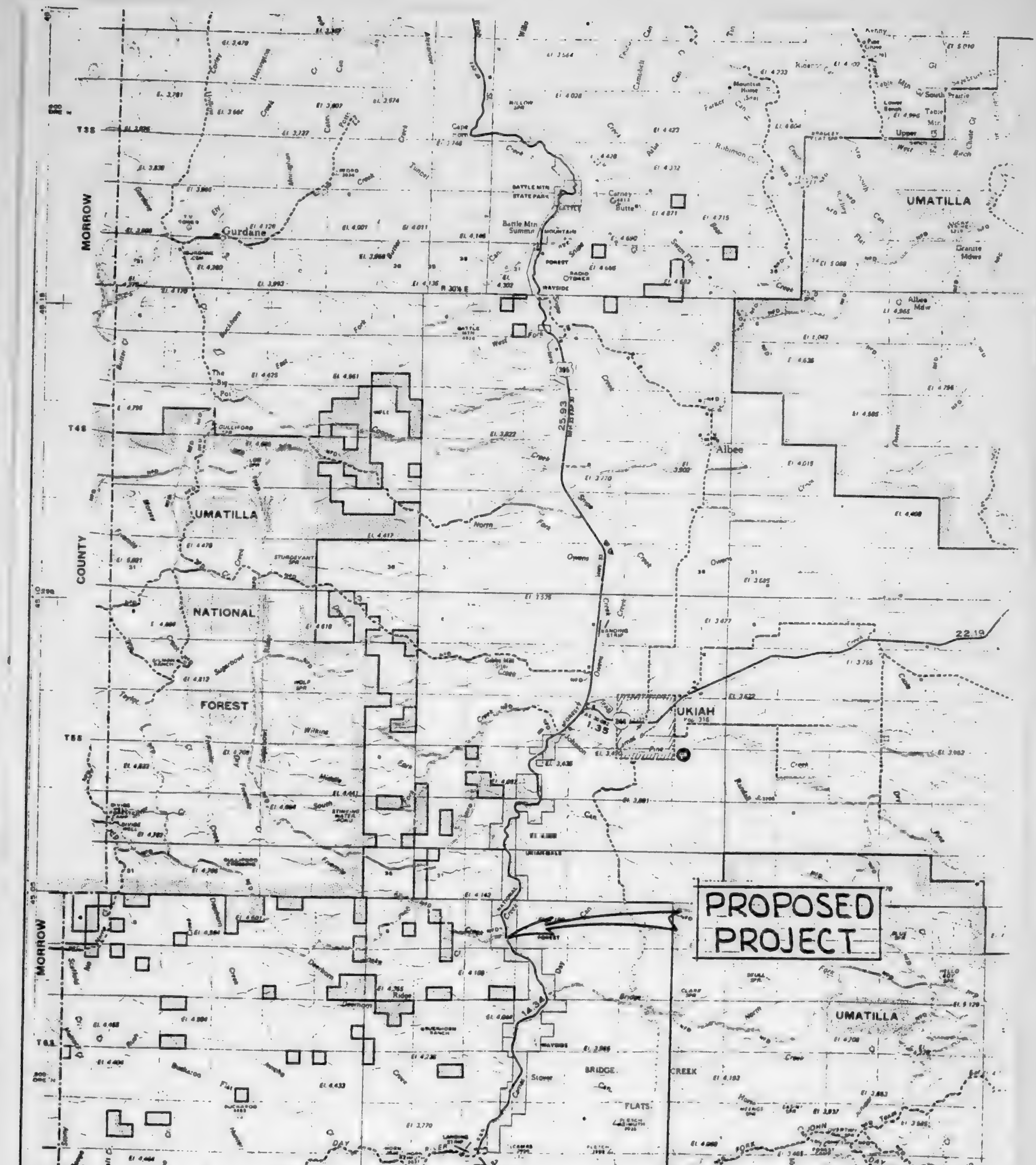
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	75	32	117,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)


PROPOSED PROJECT
MORROW COUNTY
GRANT COUNTY
UMATILLA NATIONAL FOREST
UMATILLA
Gurdane
Albee
UKIAH
Battle Mtn State Park
Battle Mtn Summit
Cape Horn
Ukiah-Dale Forest Wayside
BRIDGE CREEK FLATS
25.93
22.19
14.34
1.35
395
T3S
T4S
T5S
T6S
R 30 E
R 31 E
R 32 E

1985 Helvetia Rd. Intchge. Sec, 9934
Sunset Hwy. E. of N. Plains.
(gr, pav, str, sign, ill.)

SEE # 9876 (PHASE 1)

C+A 7639 5-17-82

ic cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Washington		DIVISION Oregon
DATE OF REPORT 11/27/87	REPORT MADE BY Michael E. Cribb, Highway Engineer Trainee			PROJECT NO. F-27-2(25)
COMPLETION DATE (Actual) 11/27/85	ACCEPTANCE DATE BY CONRTACT AGENCY 5/14/87		TIME ELAPSED 101 %	CONTRACT TIME 350 C.D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HELVETIA ROAD INTERCHANGE
SUNSET HIGHWAY
Grading, Paving, Signing, Structure & Illumination

This project replaces the existing at grade intersection of Helvetia Road and the Sunset Highway with a full diamond interchange.

The contract was awarded to F. E. Ward, Inc. on November 26, 1984. Work began on January 2, 1985 and was completed on November 27, 1985. The contractor overran the contract time of 350 calendar days by five days. The State granted a nine day time extension due to State directed shutdowns. The final project cost underran the original authorization of $3,441,014 by six percent.

The contract work has been satisfactorily completed and acceptance is recommended.

- MEC -

RECEIVED
STATE HWY ENGR
DEC 8 '87
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED 12/14 cy
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Michael E. Cribb		SIGNATURE	
TITLE Highway Engineer Trainee	DATE 12-4-87	TITLE District Engineer A	DATE 12-7-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

September 24, 1987

DES 23
INT 7-18

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: **Regional Office PS & E Review**

RECEIVED
STATE HWY ENGR
SEP 28 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

We have reviewed your September 8 and August 27 letters regarding PS & E Review and have the following comments:

1. A number of articles and papers are written on the need for attachment of web stiffeners at floor beam connections to the girder tension flange. The purpose of the attachment is to minimize out-of-plane movement caused by the restraint to the girder flange from the concrete slab.

D. R. ADAMS

At floor beam connections where large loads are transmitted, the end rotation of the floor beam results in out-of-plane movement to cause web fatigue cracking. In the case of non-solid diaphragm beam connections on a skew, as in Helvetia Road Undercrossing, the loads transmitted to the girder are low and the diaphragm members less rigid. This should not cause concern for out-of-plane bending.

It is our policy to review the connection details case by case. Where attachment of the stiffener to the tension flange is critical, we generally prefer bolting methods instead of welding.

2. We will extend the use of spiral reinforcement at post-tensioning anchorages to all size tendons for longitudinal post-tensioning. We are now using spirals for all transverse post-tensioning unless the anchorage device does not allow this.

3. We do not use contraction joints in buried concrete structures. We have done this for many years and have had no indication of problems.

RECEIVED
STATE HWY ENGR
SEP 25 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

4. Our practice has been to use cast-in-place diaphragms. They have always been deemed more effective in resisting construction and design loads than precast or steel diaphragms. For example, the recent NCHRP Report 287, Load Distribution and Connection Design for Precast Stemmed Multi-Beam Bridge Superstructures states (at the top of Page 72) that "Steel truss diaphragms are considerable less efficient than full-depth cast-in-place diaphragms". We believe that the shallow steel beam diaphragms shown in the example will be even less efficient than the deeper steel truss type diaphragms. We question whether the steel beam type diaphragms would provide adequate strength to resist the finishing machine loads on deck overhangs when the deck overhang is very wide and/or when the width of the deck pour is quite wide.

We do use steel truss type diaphragms for integral deck Bulb-T bridges.

Thank you for your review and comments on our structures.

JEB:jrb

cc: Larry Rulien, State Highway Engineer
Cam Gilmour, Program Section Manager

973-

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 8, 1987
IN REPLY REFER TO
HBR-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

[illegible]

Dear Mr. Rulien:

Regional Offices Structures Review
U'Xing Helvetia (F-27-2(25), Power Line Road (I-82-1(7)001),
Westland Road (I-IR-82-1(8)07)

Enclosed are our Regional Office comments from the structural review of the above projects.

no [illegible] Called Jeanette 9/9 - [illegible] mailing to me.

Please consider these suggestions for the preparation of future bridge plans.

Sincerely yours,

J Hatchell
Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
(W. J. Hart, Bridge)

RECEIVED
STATE HWY ENGR

SEP 9 '87

REFER TO
Don Adams
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

R

D. R. ADAMS

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

312 Mohawk Building
708 S.W. Third Avenue
Portland, Oregon 97204

Subject: Regional Office PS&E Review

Date: August 27, 1987

Reply to
Attn. of: HST-010.1

From: M. Eldon Green
Regional Administrator

To: Mr. Dale E. Wilken
Division Administrator (HBR-OR)
Salem, Oregon

We have reviewed the PS&E documents submitted with your January 15, 1987 memorandum. The purpose of the review was to update our office on current State practices and to evaluate the Division's review procedures. Three bridges on the following projects were included.

F-27-2(25) Helvetia Road Undercrossing
I-82-1(7)001 Powerline Road Undercrossing
I-IR-82-1(8)07 Westland Road Undercrossing

In general the plans and specifications were clear and complete. In our discussions with Mr. Schell, it was evident that he was very familiar with State practices and details. We believe the Division Office is performing good oversight of the State's structures project develop process.

We have the following detail comments for consideration on future projects. They were previously discussed with Mr. Herb Schell.

1. The web stiffeners at diaphragm locations are shown with a tight fit to the top flange in the negative moment area (Helvetia). It is recommended that the diaphragms be connected to the flange by welding or bolting to avoid the possibility of future web fatigue cracking. If welded, the flange stress should be limited to a category C condition.
2. The post tensioning anchorage detail note on sheet 6 of 14 (Powerline) indicates spiral reinforcement is required only for tendons of 20 or more strands. It is recommended that spirals be used for all tendons, including transverse deck post tensioning.
3. The 68' long culvert at station 43+44, McNary Highway, apparently contains no contraction joints. We encourage their use on culverts to help reduce shrinkage cracking. The suggested maximum spacing is 40'.

☑ DA W
☑ AD H
✓ 5

RECEIVED
AUG 28 1987
OREGON DIVISION

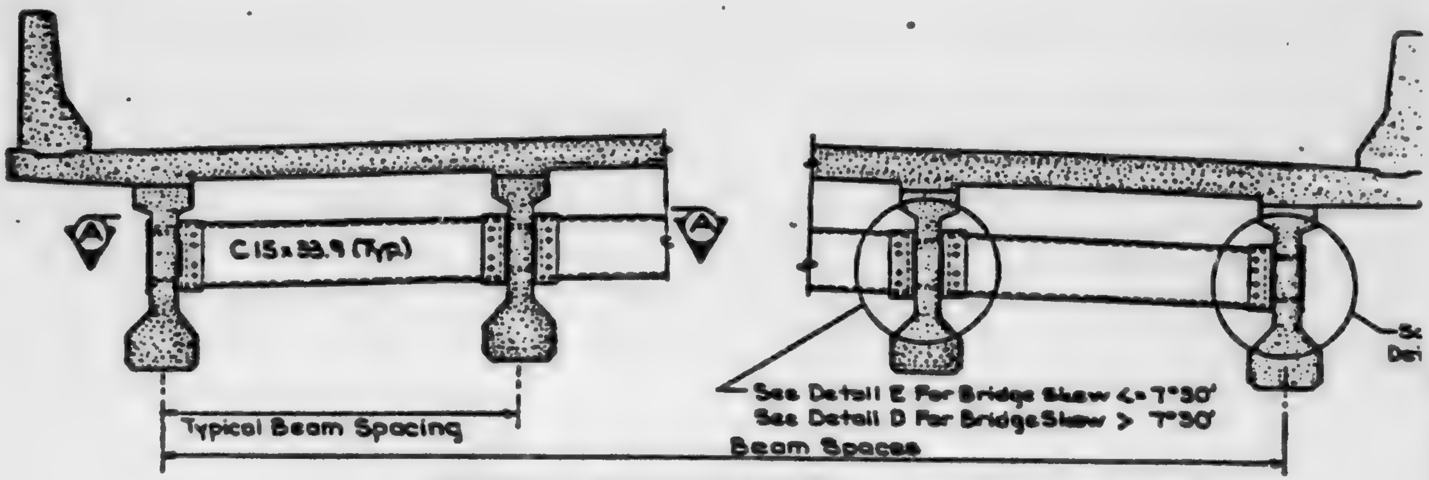
4. A plan note on the Westland Road prestressed bulb-T bridge requires a 7-day delay between placement of the concrete diaphragms and pouring the deck. We suggest the State consider the use of steel diaphragms as an alternate contractor's option. An example plan sheet from another State is attached.

GMKasza

Gary M. Kasza, Director
Office of Structures

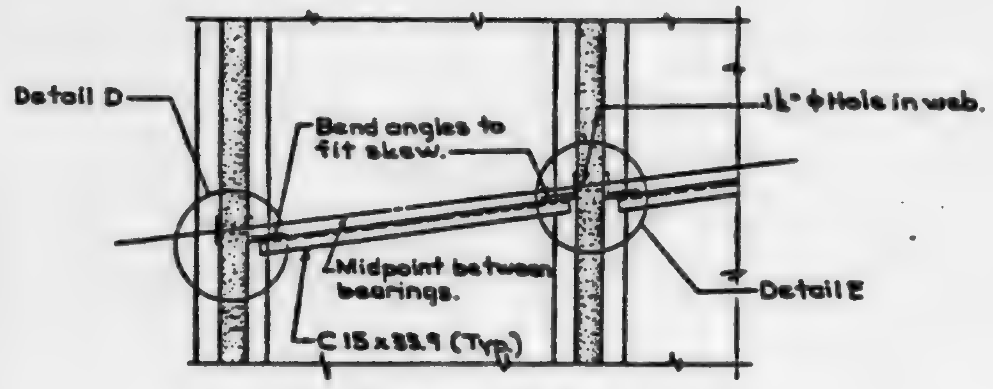
Attachment

ATTACH 2



A
A
C15 x 33.9 (Typ)
See Detail E For Bridge Skew <= 7°30'
See Detail D For Bridge Skew > 7°30'
Typical Beam Spacing
Beam Spaces

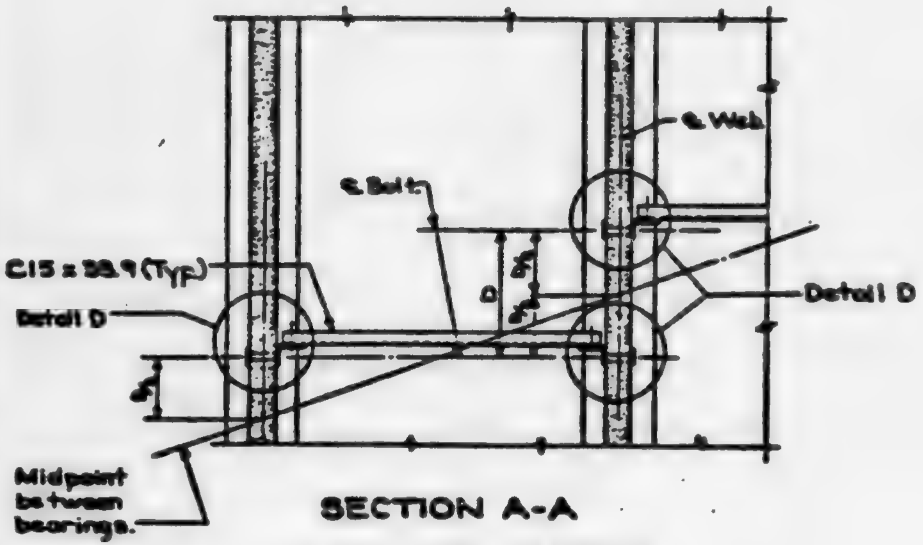
SECTION SHOWING INTERMEDIATE DIAPHRAGMS



Detail D
Bend angles to fit skew.
1⅛" ϕ Hole in web.
Midpoint between bearings.
Detail E
C15 x 33.9 (Typ)

SECTION A-A

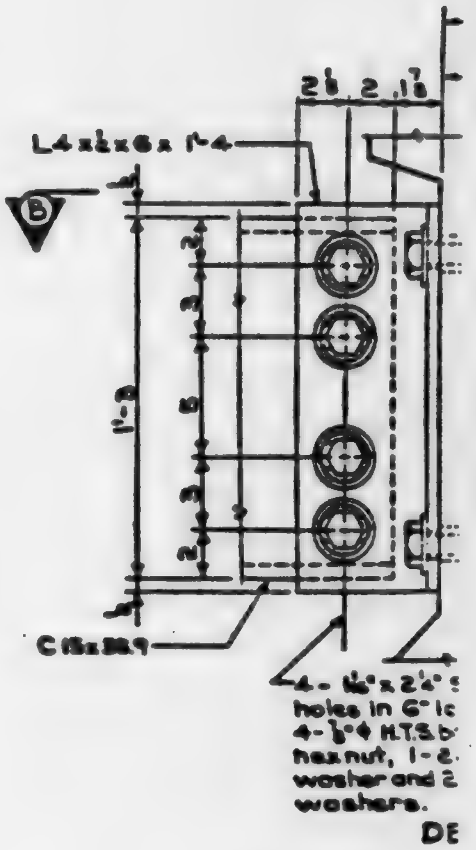
For Bridges Skewed < 7°30'



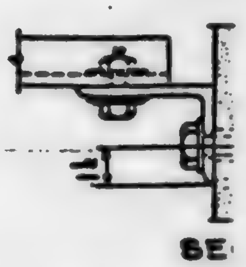
℄ Web
℄ Bolt
C15 x 33.9 (Typ)
D
D/2
D/2
Detail D
Detail D
Midpoint between bearings.

SECTION A-A

For Bridges Skewed > 7°30'

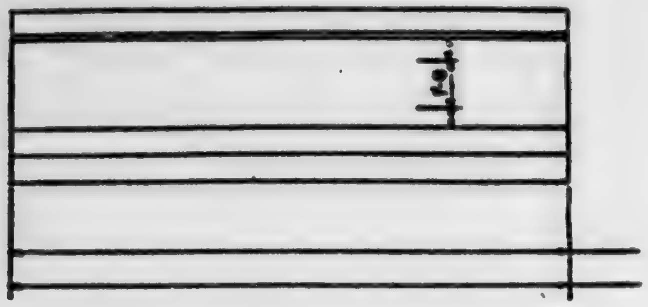


2⅝
2
1⅞
L4 x ½ x 6 x 1'-4
B
2
3
6
3
2
1'-5
C15x33.9
4 - 1⅛" x 2¼"
holes in 6" l
4 - ⅞" ϕ H.T.S.
hex nut, 1-
washer and 2
washers.
DE



ALLOWABLE ALTERNATE STEEL INTERM. DIAPHRAGMS FOR PC

A 1 cont.



INTERMEDIATE DIAPHRAGM BOLT LOCATION

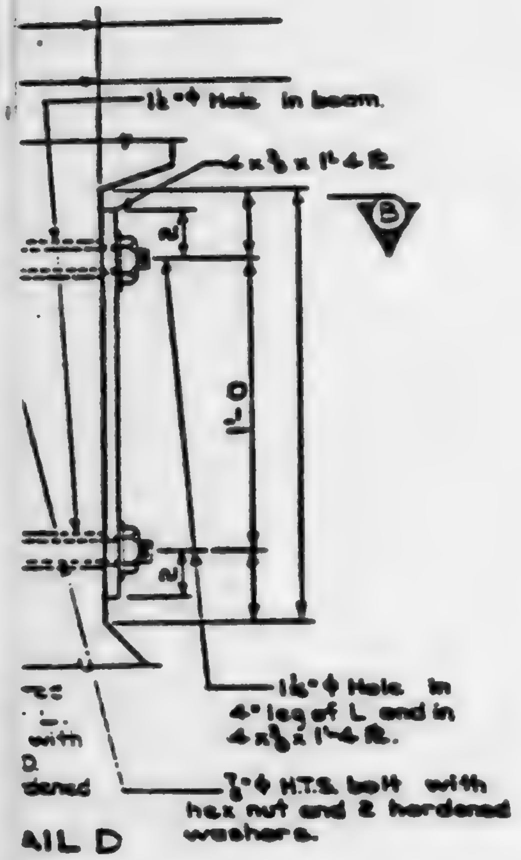
NOTES:

All diaphragm materials, including bolts, nuts and washers shall be galvanized.

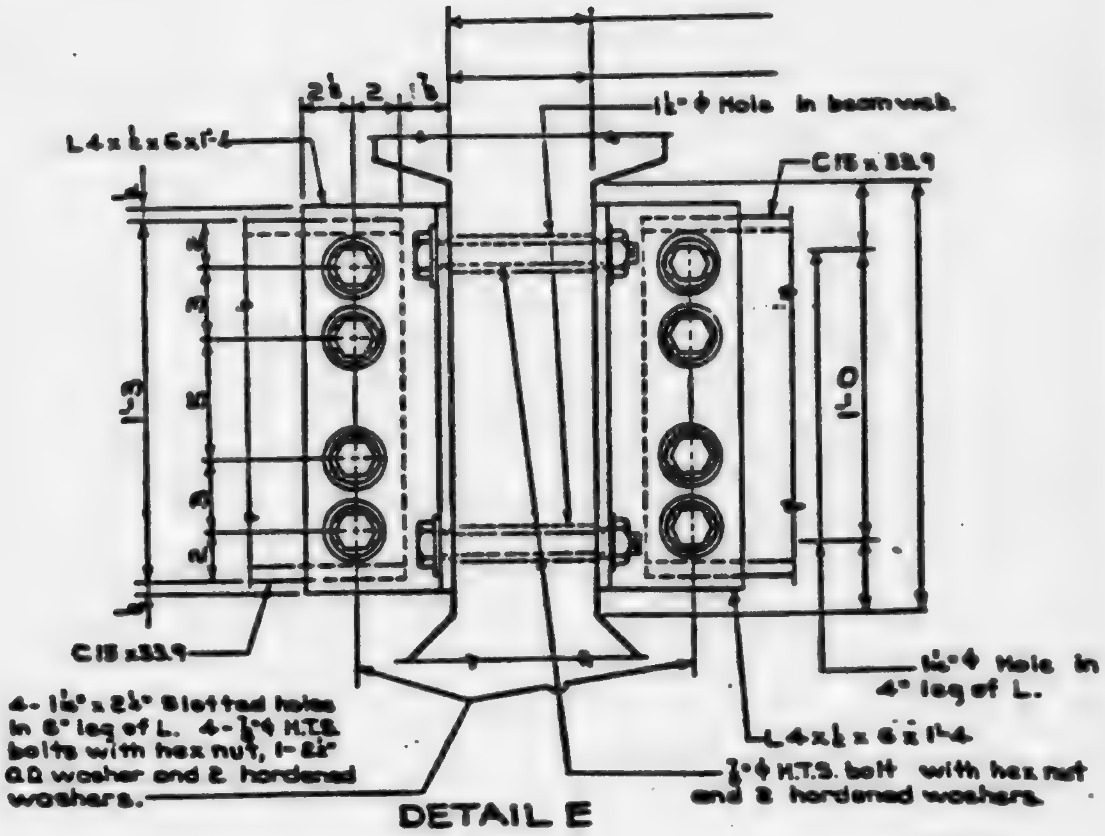
These steel diaphragms are an approved alternate for the concrete intermediate diaphragms shown on other sheets of these plans. If the contractor chooses to use these steel diaphragms, the cost of the steel and bolts is assumed to be equal value to the concrete, reinforcing and coil rods that would be deleted and no pay adjustment will be made.

If the steel diaphragm alternate is used shop drawings showing layout and details of the diaphragms shall be submitted for approval.

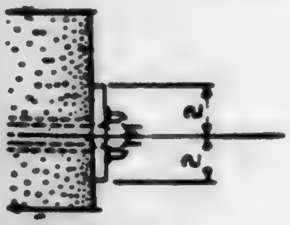
The 1½"ϕ holes shall be cast into the web. Drilling is not allowed.


1½"ϕ Hole in beam.
4 x ⅜ x 1'-4 ℞.
B
2
1'-0
2
1½"ϕ Hole in 4" leg of L and in 4 x ⅜ x 1'-4 ℞.
⅞"ϕ H.T.S. bolt with hex nut and 2 hardened washers.
with
D
dened

AIL D


2½
2
1⅞
L 4 x ½ x 6 x 1'-4
1½"ϕ Hole in beam web.
C 15 x 33.9
1'-3
2
3
5
3
2
1'-0
C 15 x 33.9
1½"ϕ Hole in 4" leg of L.
L 4 x ½ x 6 x 1'-4
4- 1½" x 2½" Slotted holes in 6" leg of L. 4- ⅞"ϕ H.T.S. bolts with hex nut, 1- 2½" O.D. washer and 2 hardened washers.
⅞"ϕ H.T.S. bolt with hex nut and 2 hardened washers.

DETAIL E



TON B-B

BRIDGES	STANDARD SHEET 1036

August 7, 1987

Julie Gillett
Grading Unlimited, Inc.
5707 SW Idaho St.
Portland, OR 97221

CON 5
9934

Helvetia Road Interchange
Contract No. 9934
Your July 27, 1987

I referred to the Construction Section your inquiry concerning the adjustments in the final payment for nonspecification cement-treated base (CTB) and for portland cement in CTB. Here are the facts.

Two samples failed the gradation requirements for CTB. The samples were taken on August 6 and September 23, 1985. By our "Field Work Sheet for Aggregate Gradation" form, the general contractor, F. E. Ward, Inc., was notified immediately of the failing test results. Price adjustment calculations for the nonspecification CTB were completed August 22, 1986, with the price adjustment amount of $3,722.04.

The original pay quantity for cement was prepared by the Project Manager. His total was 1,112.72 tons of cement. The Construction Section reviewed the pay calculations and found two discrepancies. The discrepancies were a transposition of a number in the tally sheet and the belt scale cement adjustments. Both discrepancies showed that we paid for more cement than was actually used. The final pay quantity for cement of 996.14 tons was determined on March 31, 1986.

Apparently, F. E. Ward, Inc. was not notified of the price adjustment for nonspecification CTB and the change in the final pay quantity in cement until the Final Voucher was issued July 7, 1987. Concerning the price adjustment for nonspecification CTB, it appears that our untimeliness of notification contributed to the present confusion between your firm and F. E. Ward, Inc. Because of this lack of timeliness, the Construction Section has advised me that the $3,722.04 price adjustment will be waived. A supplemental payment will be made to F. E. Ward for that amount.

Concerning the change in the cement pay quantity, we initially paid F. E. Ward, Inc. for 1,112.72 tons of cement. Your letter claims that you paid your supplier for that amount. Our records show that you did not incorporate that much portland cement in the CTB. To resolve this conflict, please submit to our Project Manager, Don Berg, through F. E. Ward, Inc., the invoices and proofs of payment for the entire 1,112.72 tons of portland cement paid for as part of this project. Since this is a factual matter, Mr. Berg will work with the contractor, you, and your supplier to resolve the issue.

We are committed to maintaining an excellent relationship between our Department and the construction community. Please feel free to contact me if I can be of any help.

L. W. Rulien
State Highway Engineer

cc Robert N. Bothman
F. E. Ward, Inc.

bc Larry Rulien
C. O. Fredrickson
Don Berg
Art Louie
Rick Kuehn - Berg should attempt to convince Baker Rock - the supplier - to correct their invoices to reflect the actual amount of cement used. If this is not possible, please review with the Construction Section.

AL:mk sl

Grading Unlimited
5707 S.W. Idaho St. Portland, OR 97221
PH: (503) 246-3319

RECEIVED
STATE HWY ENGR
JUL 27 '87
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/K	Sign	Act	File
		✓				

for Bothman

7/28 Pat Schwartz - Please reply direct w/ bc copy to Rulien. 7/31 ly

7/30 Update! Bothman wants a r/d for his signature instead. Please tag as return r/d. sig due 8/11

8-13-87.

July 27, 1987

Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Subject: Helvetia Road Interchange
Contract # 9934

Attention: Robert N. Bothman,
Director

Dear Mr. Bothman:

Our firm has been certified as a Minority Business Enterprise (MBE), and a Women Business Enterprise (WBE), and is also currently certified as a Disadvantage Business Enterprise (DBE).

In the late summer of 1985, our firm performed subcontract work for F.E. Ward, Inc., the general contractor on subject project, which consisted of furnishing and placing cement treated base (CTB). Our work proceeded without problems, and we were paid promptly by the general contractor.

We have just been notified that a penalty, in the amount of $3,722.04 will be assessed due to "Non-Spec CTB" and the pay quantity for the cement in the CTB will be reduced by 116.576 tons which is approximately 12% of the final quantity. We have already made payment to our supplier for that cement based on the previous payment made by the state to the general contractor, and are afraid recovery from that supplier may be difficult. The total amount which we have been asked to refund to the general contractor is $11,684.72. We were never notified of any problems with the CTB and are confused why we are now, almost 2 years later, being told that it was "Non-Spec".

I have heard that you are committed to in
between the Department and the construc
asking for your help.

Sincerely,

Julie Gillett

Julie Gillett
Grading Unlimited, Inc.

I like R/D

Grading Unlimited
5707 S.W. Idaho St. Portland, OR 97221
PH: (503) 246-3319

RECEIVED
STATE HWY ENGR
JUL 27 '87
REFER TO
Fredrickson
FOR

Info	Inves	R/R	D/R	Sign	Act	File
		✓				

7/28
Pat Schwartz -
Please reply
direct w/ copy to Rulien.
by 7/31

7/30 Update!
Bothman wants
a r/d for his
signature instead.
Please too as
for Bothman
return r/d. by due 8/11
8-13-87.

July 27, 1987

Oregon Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Subject: Helvetia Road Interchange
Contract # 9934

Attention: Robert N. Bothman,
Director

Dear Mr. Bothman:

Our firm has been certified as a Minority Business Enterprise (MBE), and a Women Business Enterprise (WBE), and is also currently certified as a Disadvantage Business Enterprise (DBE).

In the late summer of 1985, our firm performed subcontract work for F.E. Ward, Inc., the general contractor on subject project, which consisted of furnishing and placing cement treated base (CTB). Our work proceeded without problems, and we were paid promptly by the general contractor.

We have just been notified that a penalty, in the amount of $3,722.04 will be assessed due to "Non-Spec CTB" and the pay quantity for the cement in the CTB will be reduced by 116.576 tons which is approximately 12% of the final quantity. We have already made payment to our supplier for that cement based on the previous payment made by the state to the general contractor, and are afraid recovery from that supplier may be difficult. The total amount which we have been asked to refund to the general contractor is $11,684.72. We were never notified of any problems with the CTB and are confused why we are now, almost 2 years later, being told that it was "Non-Spec".

I have heard that you are committed to improving relationships between the Department and the construction community, I am asking for your help.

Sincerely,

Julie Gillett
Julie Gillett
Grading Unlimited, Inc.

RECEIVED
DOT DIRECTOR
REFER TO
Rulien
JUL 28 1987
FOR

Info	Inves	R/D			Sign	Act	File
						X	

9 4 3

STATE OF OREGON
1859
NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 27, 1987

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. F-HES-27-2(12)
Helvetia Road Interchange Section
Washington County

I request approval to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification.

The preliminary engineering costs are $191,890.

The construction costs are $392,463

The project cost is $584,353.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

DDB:me
Attachment
cc: Paul Singer
Region 1
General Files

Form 734-3122 (1-87)

9934

June 8, 1987

CON 5 - #9934

Employers Insurance of Wausau
9400 SW Beaverton Hwy.
Suite 300
Beaverton, OR 97005

On May 22, 1987, we wrote to you concerning release of final payment on Contract No. 9934 awarded to F. E. Ward, Inc. for work on the Helvetia Road Interchange Section of the Sunset Highway in Washington County.

Final payment on this contract is $62,684.79 and the total contract amount is $2,996,033.62 including $6,894.99 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: F. E. Ward, Inc.
2710 NE 78th Street
Vancouver, WA 98665

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9934

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9934

TO: Commission Services

DATE: May 14, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9934, On Site Work Substantially Completed November 27, 1985

All Work Completed January 29, 1986

Project Helvetia Road Interchange

Highway Sunset

County Washington

Type of Work Grading, Paving, Structure, Signing & Illumination

Contractor F. E. Ward, Inc.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

5-22-87 - Surety letter written.

RECEIVED
MAY 15 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

443

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-27-2(25)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20031

2A. COUNTY NAME Washington

6. TO

5-15-87

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STAT. HWY. ENGR.
MAY 22 '87
REFER TO
[illegible]

7. DATE AUTHORIZATION EFFECTIVE November 26, 1984

8. FEDERAL ROUTE NUMBER FAP 27

9. STATE ROUTE NUMBER 47

10. GENERAL LOCATION:

Helvetia Road Interchange

11. GENERAL DESCRIPTION OF WORK

Referencing and re-monumentation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/26/84 as requested in Mr. Fredrickson's letter of 5/5/87 as being cost effective for the use of Washington County forces to proceed with the above work.

State Force Order No. 4 is approved to a TEC of $774.81; Federal Funds $682.

14. DATE 5/18/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1434

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 12-328	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 2 1	12-23-86	Project Number F-27-2(25)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on December 13, 1984

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,441,014.00	$ 3,214,128.00
Federal funds	$ 3,033,253.00	$ 2,833,252.00
Other revisions		

This modification is made for the following reasons:

To release 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon December 9, 1986

Federal-Aid Project No. F-27-2(25)

Helvetia Road Interchange Section
Sunset Highway
Washington County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. "LW" 2741+00 to Sta. "LE" 2785+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Mobilization	$ ---	Lump Sum	$141,000.00	---	$ 91,000.00
Embankment in Place	2.75	102,503	281,883.25	84,321	231,882.75
TOTAL			$422,883.25		$322,882.75

Decrease	$ 100,000.75
Subtotal From Estimate of December 4, 1984	1,394,848.25
Subtotal	$1,294,847.75
Engineering	149,356.25
Total	$1,444,204.00

Type Code Y030
Illumination

Total from Estimate of December 4, 1984	$ 81,000.00

Type Code X231
Helvetia Rd. U'Xing Str. No. 9722

Mobilization	$ ---	Lump Sum	$159,000.00	---	$109,000.00
			$159,000.00		$109,000.00

Decrease	$ 50,000.00
Subtotal From Estimate of December 4, 1984	1,591,830.00
Subtotal	$1,541,830.00
Engineering	147,094.00
Total	$1,688,924.00

Length of Project ------------------ 0.083 miles

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	010	$1,444,204.00	$1,273,065.00	$171,139.00
Illumination	010	81,000.00	71,401.00	9,599.00
Structure	010	1,688,924.00	1,488,786.00	200,138.00
TOTAL		$3,214,128.00	$2,833,252.00	$380,876.00

Group 1 = 98%; Group 8 = 2%
Contract No. 9934
Prefix: 34-1950 P.E.
Prefix: 34-1017

Nonparticipating State Work

State Responsibility for Damages	All Required	$5,000.00

RLC:me

9934

STATE COPY

TO BE COMPLETED BY FHWA

108

US Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

STATE: Oregon

COUNTY: Washington

PROJECT NO.: F-27-2(25)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Helvetia Road Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-24-84	0.083
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,441,014.00	$ 3,033,253.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 12-13-84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon December 4, 1984

Federal Aid Project No. F-27-2(25)

Helvetia Road Interchange Section
Sunset Highway
Washington County

PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. "LW" 2741+00 to Sta. "LE" 2785+00)

Furnishing Field Laboratory	Each	1	3,500.00	$ 3,500.00
Mobilization	Lump Sum	47%	Lump Sum	141,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	10,000.00
Temporary Sign	Sq. Ft.	719	6.00	4,314.00
Temporary Barricades	Each	20	60.00	1,200.00
Temporary Guard Rail, Type 1, Reflectorized	Lin. Ft.	38	8.00	304.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	425	14.00	5,950.00
Temporary Plastic Safety Markers	Each	30	30.00	900.00
Temporary Delineators	Each	20	10.00	200.00
Temporary Reflective Pavement Markers	Each	26	5.00	130.00
Sequential Arrow Signs	Each	1	4,000.00	4,000.00
Flaggers	Hour	1,500	14.00	21,000.00
Temporary Slope Drains	Lin. Ft.	500	12.00	6,000.00
Straw Bale Sediment Barrier, Type A	Lin. Ft.	2,000	5.00	10,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	20,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	15,000.00
Ditch Excavation	Cu. Yd.	1,555	4.00	6,220.00
Embankment in Place	Cu. Yd.	102,503	2.75	281,883.25
Trench Excavation	Cu. Yd.	784	7.00	5,488.00
Furnishing and Placing Topsoil	Cu. Yd.	300	4.00	1,200.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	25,000.00
Watering	M. Gal.	600	24.00	14,400.00
Structure Excavation	Cu. Yd.	25	20.00	500.00
Aggregate Shoulder Material	Ton	5,600	7.50	42,000.00
Cement Treated Base Mixture	Ton	19,000	9.00	171,000.00

Portland Cement in CTB Mixture	Ton	950	70.00	66,500.00
Class "C" Asphalt Concrete Mixture	Ton	13,000	17.00	221,000.00
Asphalt Cement in Mixture	Ton	780	170.00	132,600.00
Hydrated Lime in Mixture	Ton	160	1.00	160.00
Asphalt in Tack Coat	Ton	20	275.00	5,500.00
Concrete in Box Culvert Extension	Cu. Yd.	25	300.00	7,500.00
Reinforcement in Box Culvert Extensions	Lbs.	4,000	0.50	2,000.00
8-inch Culvert Pipe	Lin. Ft.	90	10.00	900.00
10-inch Culvert Pipe	Lin. Ft.	90	12.00	1,080.00
18-inch Culvert Pipe	Lin. Ft.	1,014	15.00	15,210.00
24-inch Culvert Pipe	Lin. Ft.	301	23.00	6,923.00
12-inch Sewer Pipe	Lin. Ft.	496	20.00	9,920.00
12-inch Slip Joints	Each	4	200.00	800.00
Extra for Pipe Under Pavement	Lin. Ft.	29	25.00	725.00
Concrete Inlets Type CG-1	Each	2	500.00	1,000.00
Concrete Inlets Type G-1	Each	2	450.00	900.00
Concrete Inlets Type ME	Each	1	800.00	800.00
Concrete Inlets Type MO	Each	1	800.00	800.00
6-inch Drain Pipe	Lin. Ft.	1,080	2.50	2,700.00
Gravel in Drains	Cu. Yd.	125	16.00	2,000.00
Guard Rail, Type 2A	Lin. Ft.	3,500	10.00	35,000.00
Guard Rail, Type 3	Lin. Ft.	100	27.00	2,700.00
Guard Rail Anchors, Type 1	Each	9	275.00	2,475.00
Guard Rail Anchors, Type 1 Modified	Each	5	250.00	1,250.00
Rail End Pieces, Type B	Each	4	50.00	200.00
Rail End Pieces, Type C	Each	10	75.00	750.00
Type 2 Fence	Lin. Ft.	1,580	2.00	3,160.00
Concrete Walks	Sq. Yds.	160	12.00	1,920.00
Concrete Curbs	Lin. Ft.	240	5.00	1,200.00
Extra for Asphalt Approaches	Each	11	175.00	1,925.00
Paved Culvert End Slopes	Sq. Ft.	523	8.00	4,184.00
Geotextile Fabric in Drains	Sq. Yd.	920	2.00	1,840.00
Loose Riprap Class 50	Cu.Yd.	35	20.00	700.00
Delineators, Type 2	Each	100	20.00	2,000.00
Delineators, Type 3	Each	40	23.00	920.00
Delineators, Type 4	Each	50	12.00	600.00
Setting Monument Boxes	Each	2	150.00	300.00

Seeding, Mulching and Fertilizing	Acre	15	500.00	7,500.00

SIGNING

Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	600.00
Wood Sign Posts	Lump Sum	All	Lump Sum	2,000.00
Sign Support Footings	Lump Sum	All	Lump Sum	9,000.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	6,500.00
Breakaway Sign Post	Lump Sum	All	Lump Sum	5,000.00
Type "AA" Signs in Place	Sq. Ft.	810	22.00	17,820.00
Type "C" and "D" Signs in Place	Sq. Ft.	413	8.00	3,304.00
Type "EE" Signs in Place	Sq. Ft.	125	10.00	1,250.00
Type "H" Signs in Place	Sq. Ft.	36	8.00	288.00
Type "U" Signs in Place	Sq. Ft.	17	15.00	255.00
Move and Reinstall Existing Signs	Lump Sum	All	Lump Sum	1,600.00
				$ 1,386,448.25

Anticipated Items

Permanent Pavement Striping	All Required			$ 3,600.00
Temporary Pavement Striping	All Required			2,000.00
Temporary Erosion Control	All Required			2,000.00
On-the-Job Trainees ($0.80 x 1,000 hrs.)	All Required			800.00
				$ 8,400.00
			Subtotal	$ 1,394,848.25
			Engineering	174,356.75
			Total	$ 1,569,205.00

Type Code Y030 Illumination

Pole Foundation	Lump Sum	All	Lump Sum	$ 13,000.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	25,000.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	4,000.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	30,000.00
			Subtotal	$ 72,000.00
			Engineering	9,000.00
			Total	$ 81,000.00

Type Code X231
Helvetia Rd. U'xing Str. No. 9722

Mobilization	Lump Sum	53%	Lump Sum	$ 159,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	10,000.00
Structure Excavation	Cu. Yd.	1,000	6.00	6,000.00
Special Wall Backfill	Cu. Yd.	425	16.00	6,800.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	40,000.00
Furnish Concrete Piling	Lin. Ft.	9,860	8.00	78,880.00
Drive Concrete - Piles	Lin. Ft.	9,860	3.00	29,580.00
Structural Concrete Class 3300 740 CY	Lump Sum	All	Lump Sum	100,000.00
Structural Concrete Class 4000 104CY	Lump Sum	All	Lump Sum	25,000.00
Structural Concrete Class 4500 790CY	Lump Sum	All	Lump Sum	115,000.00
Reinforcement (172,000 Lbs.)	Lump Sum	All	Lump Sum	60,000.00
Coated Reinforcement 129,000 Lbs.	Lump Sum	All	Lump Sum	60,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	455	50.00	22,750.00
Structural Steel (1,216,000 Lbs.)	Lump Sum	All	Lump Sum	785,000.00
Expansion Joints Single Strip Seal	Lin. Ft.	210	100.00	21,000.00
Bearing Devices, Bent 1	Each	9	750.00	6,750.00
Bearing Devices, Bent 3	Each	9	750.00	6,750.00
Two Tube Steel Railing	Lin. Ft.	355	35.00	12,425.00
Three Tube Steel Railing	Lin. Ft.	353	40.00	14,120.00
Concrete Slope Paving	Sq. Yd.	930	30.00	27,900.00
Slope Paving Curbs	Lin. Ft.	185	15.00	2,775.00
1 1/2-inch Electrical Conduit	Lin. Ft.	350	6.00	2,100.00
			Subtotal	$ 1,591,830.00
			Engineering	198,979.00
			Total	$ 1,790,809.00

Length of Project	0.083 mile

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,569,205.00	$1,383,254.00	$ 185,951.00
Illum.	81,000.00	71,401.00	9,599.00
Structure	1,790,809.00	1,578,598.00	212,211.00
Total	$3,441,014.00	$3,033,253.00	$ 407,761.00

Group 1 98% Group 8 2%
Contract No. 9934
Prefix: 34-1950 P.E.
Prefix: 34-1017

Nonparticipating State Work

State Responsibility for Damages	All Required		$ 5,000.00

CPL:WH:bkb

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-27-2(25)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20031

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
TAT HWY ENGR
APR 11 '86
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE December 23, 1985

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Helvetia Road Interchange

11. GENERAL DESCRIPTION OF WORK

Furnish and Install Pavement Markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/23/85 as requested in Mr. Fredrickson's letter of 3/27/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $2,896;
Federal Funds $2,552.

14. DATE 4/10/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

77-1

January 24, 1986

CON 5
#9934

Western Pacific Construction Materials Co.
3510 S.W. Bond
Portland, OR 97201-4594

Attention: Mark Connelly
Credit Manager

Thank you for your letter of December 20, 1985, releasing and discharging the surety from any and all liability in connection with F. E. Ward, Inc., Contract No. 9934 for work on the Helvetia Road Interchange of the Sunset Highway in Washington County.

This appears to be in connection with a claim you filed December 4, 1985, in the amount of $22,523.58.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: F. E. Ward, Inc.
2000 East Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Employers Insurance of Wausau
9400 S.W. Beaverton Hwy. Ste. 300
Beaverton, OR 97005

bc: Secretary of State

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
1-24-86 cc

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

December 20, 1985

Mr. R.W. Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

RE: F.E. Ward, ~~INc.~~
CONTRACT #: O.S.H.D. 9934
JOB NAME: Helevetia ~~Road~~ Interchange Section of the Sunset Highway In Washington County

Know all men in consideration of the sum $8,325.73 paid to the undersigned claimant by F.E. Ward, Inc., Western Pacific Construction Materials Company does hereby release and forever discharge the surety from any and all liability, claim and demand under its payment bond on behalf of the contractor on said contract.

RIEDEL INTERNATIONAL, INC.
(Western Pacific Construction
Materials, Co. a division)

BY: Mark Connelly
Mark Connelly, Credit Manager

DATE: 12-20-85

RECEIVED
DEC 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

CALIFORNIA LAUNCH SERVICES CORP.
LONGVIEW CONCRETE CO.
OMNI RUBBER PRODUCTS, INC.
PIONEER CONSTRUCTION MATERIALS CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC MARINE SERVICES CO.
WESTERN-PACIFIC PILEDRIVING CO.
WESTERN TUG & BARGE CORP.
WILLAMETTE TUG & BARGE CO.
WILLAMETTE-WESTERN CO.
WORLD SECURITY SERVICES CO.

CL 1985-0226

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 10, 1986

IN REPLY REFER TO FILE NO.: CON 5 - #9934

MarDen Investments, Inc. dba
Concrete Pumping Service
5575 NW Sewell Road
Hillsboro, OR 97124

We have received your letter dated December 5, 1985, filing a claim against the following Highway Division contract:

FILED BY:	MarDen Investments, Inc. dba Concrete Pumping Service
AMOUNT:	$6,604.00 plus interest until paid
FOR:	Services of concrete pumps
AGAINST (Prime Contractor):	F. E. Ward, Inc.
CONTRACT NO.:	9934
PROJECT:	Helvetia Road Interchange Section, Sunset Highway, Washington County
SURETY:	Employers Insurance of Wausau

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
9400 SW Beaverton Hwy
Suite 300
Beaverton, OR 97005

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: ✓Secretary of State-
Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
3-3-86cc

MarDen Investments, Inc.
dba Concrete Pumping Service
5575 NW Sewell Road
Hillsboro, OR 97124
December 5, 1985

Oregon Transportation Commission
Department of Transportation
Highways Division
121 Transportation Building
Salem, OR 97310

Dear Commissioner:

Notice is hereby given that the undersigned, MarDen Investments Incorporated, had a claim for providing the services of two concrete pumps furnished by Concrete Pumping Service in the amount of $6604.00 (six thousand six hundred four dollars) plus interest at the rate of 1½%, 18% annual interest rate, from July 7, 1985, until paid in full against the bond taken from the Wausau Insurance Companies and issued jointly to F.E. Ward, Inc. and the Oregon Department of Transportation for contract #9934 for the Helvetia Road interchange-grading, paving structures, signing, and elimination.

This notice is presented to you for filing as required by ORS279.526.

Sincerely,

Neil D Nikirk

Neil D. Nikirk, President
MarDen Investments, Inc.

RECEIVED
DEC 9 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL1986-0017

9934

FILED
JAN 10 1986
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 10, 1986

IN REPLY REFER TO FILE NO.: CON 5 - #9934

Riedel International, Inc. dba
Western-Pacific Construction Materials Co.
P.O. Box 3320
Portland, OR 97208

Attention: Mark Connelly
Credit Manager

We have received your Notice of Claim dated December 4, 1985, concerning the following Highway Division contract:

FILED BY:	Riedel International, Inc. dba Western Pacific Construction Materials Company
AMOUNT:	$22,523.58
FOR:	Delivery and sale of materials
AGAINST (Prime contractor):	F. E. Ward, Inc.
CONTRACT NO.:	9934
PROJECT:	Helvetia Road Interchange, Sunset Highway, Washington County
SURETY:	Employers Insurance of Wausau

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
9400 SW Beaverton Hwy.
Suite 300
Beaverton, OR 97005

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: ✓Secretary of State-Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
3-3-86 cc

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

NOTICE OF BOND CLAIM

The undersigned submits the following claim against bond of contractor:

TO: Mr. R. W. Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

RE: F. E. Ward, Inc.
Contract No.: OSHD 9934
Job Name: Helvetia Road Interchange Section of the Sunset Highway in Washington County

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western Pacific Construction Materials Co., has a claim for delivery and sale of materials used in the above improvement in the sum of $22,523.58 against the bond taken from Employers Insurance of WAUSAU and F. E. Ward, Inc. for the work of Helvetia Road Interchange, said improvements being in the County of Washington, State of Oregon.

RIEDEL INTERNATIONAL, INC.
(Western Pacific Construction
Materials Co. a division)

By: Mark Connelly
Mark Connelly, Credit Manager

Date: 12-4-85

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4744591

"Helping Build the West . . . and Beyond"

ENVIRONMENTAL EMERGENCY SERVICES CO.
ROVOR DRILLING CO.
WILLAMETTE-WESTERN CO.
WILLAMETTE TUG & BARGE CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC PILE DRIVING CO.
WESTERN-PACIFIC PAVING & CONSTRUCTION CO.
WESTERN TUG & BARGE CORP.
WORLD SECURITY SERVICES CO.

1154

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 24, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton
FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-27-2(25)

Contract 9934, Work Completed November 27, 1985

Project Helvetia Road Interchange

Highway Sunset

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 13, 1985

G. K.
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
DEC 31 '85
REFER TO

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

734-2023 (2-85)

9934

FORM 81-734-9001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
5 CONSTRUCTION AND BRIDGE SECTION

	SECTION Helvetia Road Interchange	WEEK ENDING November 30, 1985
		SECTION PREFIX 034-1017
	HIGHWAY Sunset	COUNTY Washington
NAME OF JOB Helvetia Road Interchange	KIND OF WORK Grading, Paving, Structure, Signing & Illumination	
CONTRACTOR F.E. Ward, Inc.	CONTRACT NUMBER 9934	FEDERAL AID PROJECT NUMBER F-27-2(25)
DATE OF CONTRACT November 26, 1984	DATE WORK STARTED January 2, 1985	ESTIMATED COMPLETION DATE November 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 2	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS (B) 350	WORK DAYS USED CALENDAR DAYS USED 355
PROJECT AUTHORIZATION: $ 3,464,638.03	SPECIFIED COMPLETION DATE (A) 9-30-85	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING: $ 3,201,543.77	ENGINEERING AUTHORIZATION $ 245,094.26	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 3,107,780.95	ENGINEERING COST TO DATE $ 130,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 2.9 %	PERCENT OF AUTHORIZATION 53 %	DATE PROJECT WAS COMPLETED: November 27, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	X	X			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.52	0	0	0	0.52
MILES PARTIALLY COMPLETED	0.4	0	0	0	0.4
MILES COMPLETED	0	0	0	0	0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	102,503 CY	0	0	0	13,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	102,503 CY	0	0	0	13,000 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	92,091 CY	0	0	0	13,000 Ton
AVERAGE DAILY QUANTITIES	0	0	0	0	0 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	293	0	0	0	37
NUMBER OF SHIFTS PER DAY	Finished	0	0	0	Finished
HOURS PER SHIFT	0	0	0	0	

EQUIPMENT USED DURING THE WEEK:

Trucks, sign equipment and misc. tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9722							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24		1		
MONDAY 25	cold	1		
TUESDAY 26	cool, cloudy	1		
WEDNESDAY 27	snow showers	1		Date of second notification
HURSDAY 28	Holiday	0		
Y 29		0		
DAY 30		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 24	No Activity
MONDAY 25	No Activity
TUESDAY 26	No Activity
WEDNESDAY 27	No Activity DATE OF SECOND NOTIFICATION THIS IS THE LAST REPORT
THURSDAY 28	No Activity Planned
FRIDAY 29	No Actvity Planned
SATURDAY 30	No Activity Planned

REMARKS

STATUS: All work done.

SIGNED

Robert E. Shotwell, Project Manager

LOCATION

4755 S.W. Watson Ave.
Beaverton,Oregon 97005

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 18, 1985

In Reply Refer to
File No.:
DES

Traffic Safety Supply Company
2324 S.E. Umatilla Street
Portland, OR 97202

Attached is one set of Type "AA" and Type "U" sign shop drawings for use on the Helvetia Road Interchange Project, Contract No. 9934. These drawings are approved as noted.

The drawings are being forwarded directly to you to reduce delay, as you requested.

Duane O. Christensen, P.E.
Road Design Engineer

By

Arnold R. (Andy) Anderson
Sign Design Supervisor

AA:ja

Attachments

cc C. O. Fredrickson
Ed Hardt
Robert Shotwell

RDE
FDE
LE
SE
FPO
PDE
LFE
GTE

RECEIVED
SEP 18 1985
ROAD DESIGN
SECTION

SPC
FOS
CA
Copy All
Return To
B/U

N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Robert Shotwell
Project Manager

DATE: September 18, 1985

ORIGINAL SIGNED BY
RICHARD KUEHN

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Permanent Signing Shop Drawings
Helvetia Road Interchange
Sunset Highway
Washington County
Contract No. 9934

Attached are two sets of shop drawings for Type "AA" and Type "U" signs to be used on the subject project. The drawings are approved as noted.

One set of the approved drawings has been forwarded directly to Traffic Safety Supply Company, under separate cover, to reduce delay in sign fabrication.

Please retain one set of the drawings for your use in field inspection and forward one set to Don Wackerbarth's office for use in shop inspection of the signs.

RAK:AA:ja

Attachments

cc C. O. Fredrickson
Ed Hardt
Andy Anderson

RECEIVED
SEP 19 1985
ROAD DESIGN SECTION

RDE
FDE
LE
SE
FPC
PDE
LFE
GTE

BPC
FDS
CAD
Copy All
Return To
B/U ___/___/___

81-125-1367

9934 N

BAKER ROCK

BAKER ROCK CRUSHING COMPANY

AN EQUAL OPPORTUNITY EMPLOYER

Beaverton Plant — (503) 642-2531

21880 SW Farmington Road
Beaverton, Oregon 97007

August 6, 1985

#9934

Oregon State Department of Transportation
Transportation Building
Salem, Oregon 97007

Gentlemen:

On August 2, 1985 we commenced supplying concrete treated base products to the Helvetia Road Interchange located on Sunset Hwy. and Helvetia Road crossing for F.E. Ward.

This notice is sent to you for information purposes only, and is in no way a reflection upon the integrity or credit standing of the contractor with whom you are dealing.

Sincerely Yours,

W. J. [illegible]

RECEIVED
AUG 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.

jc **STATE COPY** cc: OSHD (Coulter) D. Harmon

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Washington	Oregon

IN COMPANY WITH: Dave Harman and R. Delaney, OSHD

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
July 16, 1985	H. A. Schell, Division Bridge Engineer	F-27-2(25)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	63 %	61 %

HELVETIA ROAD INTERCHANGE

This project was inspected to determine the condition of Span 1 deck forms and reinforcement because the contractor's concrete pump broke down after 30 cy of concrete were poured and then he washed this concrete out of the deck by fire hose.

1. Span 1 - The deck is formed and reinforcement is partially in place.

   Span 2 - Part of the deck is poured and is now being cured. The remaining span has the deck formed and part of the deck reinforcement in place.

2. Span 1 - 4 men are tieing up the reinforcement and preparing deck forms for the pour.

   Span 2 - 3 men and a welder are placing the steel expansion joint support.

3. During the first deck pour (Span 1), the contractor tried to pump the concrete with a 4 inch diameter pump. The whole system broke down early in the pour and all material placed had to be removed either by jackhammer if it hardened or by fire hose if the cement was still soft. The firehose did the job effectively. Howwever, some of the reinforcement was loosened and the epoxy coated re-bar scratched. The contractor will repair this work before pouring.

#######

RECEIVED
STATE HWY ENGR
JUL 23 '85
REFER TO Construction
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

7/24

Form FHWA-1446A
(Rev. 2-84)

STATE COPY

RECEIVED
STATE HWY ENGR
APR 22 '85
REFER TO Fredrickson
FOR

Info	Loan	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ
4/23

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Washington	DIVISION Oregon

IN COMPANY WITH
R. Shotwell, OSHD

DATE OF INSPECTION 3/28/85	INSPECTION MADE BY Robert E. Burkhardt Robert E. Burkhardt, Asst. Bridge Engr.	PROJECT NO. F-27-2(25)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 32 %	WORK COMPLETED 10 %

HELVETIA ROAD INTERCHANGE SECTION
Grading, Paving, Structure, Signing & Illumination

This project involves the replacement of an at-grade crossing of the Sunset Highway at Helvetia Road with an O-xing structure. The approaches to the structure were built under a separate contract last year.

The structure can accomodate three SB and two NB 12' lanes with 5' shoulders, a 14' median, and a 6' sidewalk. Initially the structure will accomodate one SB and one NB 16' lanes with 12' shoulders, a 16' median, and a 6' sidewalk. The structure is 315' long consisting of two weathering steel plate girder spans of 170' and 145'.

The total amount of this contract is $3,050,278.25 and was awarded to F. E. Ward Inc. on November 26, 1984. Cotract time of 350 CD's is from December 8, 1984 to November 23, 1985 with all paving work to be completed by September 30, 1985.

Work Completed

All piling is in place. Twelve inch square precast prestressed concrete piles were driven with no problems encountered. A Vulcan 012 air hammer drove the piles. Piles were driven and allowed to freeze for 24 hours before final driving to the required 70 ton bearing. Bent 1 and bend 3 pile lengths are 85' with Bent 2 piles being 65' in length.

Bent 1 - Cap is poured and forms removed.
Bent 2 - Right column is poured (3/26)
- Middle column is poured and forms removed. Robert Shotwell pointed out a small section of the scoring blockout that was removed prematurely

Form FHWA-1446A (Rev. 2-84) (Supersedes FHWA-1446 dtd 12-73 & FHWA-1446A dtd 12-73 which are not to be used)

(continued)

which chipped the scored corner.
- Left column reinforcing steel is in place. Drain galleries are being formed around top of columns and columns will be painted with a sealant to prevent possible staining.

Bent 3 - Cap is formed and reinforcing steel is in place.

2. Work in Progress

At the time of this inspection Bent 3's cap was being poured. The eastbound, right-hand lane of the Sunset highway was closed to traffic. A Whiteman Pumping truck was in this lane and shoulder. A muddy south approach prohibited Western Pacific Cement trucks direct access to Bent 3's cap. We observed a concrete check sample, slump 2½", air 3.5%, unit wt 41.93# - less tare wt./1/4 CF. The concrete sampling and testing procedures were witnessed and found to be according to requirements.

3. General Comments

The approaches to the structure that were built under a separate contract were initially constructed from an incorrect bench mark of about 13' lower in elevation. The error was found before placement of drain pipe. The pipe still sagged and this probably attributed to differential settlement. A new drainage system is now being designed in the field. FHWA will need to review the costs and extent of the new drainage system. Assurance that secondary settlements are negligible should be addressed.

The fatigue test for the Elastomeric Bearing Pads has been deleted. The State of California performs this test for their own bridges without charging the contractor. The Bridge Design section feels the high cost of testing the pads at a privately owned lab in California does not warrant the test. The test subjects laminated bearing pads to approximatelty 10,000 cycles of shearing stress under design axial load. Failure occurs if the pad tears and/or the laminated layers are differentially displaced along the shearing force axis. The Bridge Section feels that small displacements of laminated layers will not affect stability of the structure. FHWA agrees with this position. The State will receive a $5,000 credit based on the cost of testing the pads.

The 22 percentage point difference between time elapsed to work complete will decrease when the structural steel is erected. The construction of roadway embankments, entailing approximately 100,000 cubic yards, will be the item of work that will control the progression of the job. The contractor is making arrangements to secure a borrowed site.

########

9934

Eoff

SERVING CONTRACTORS,
OEM'S, UTILITIES AND
INDUSTRIAL CUSTOMERS
SINCE 1919.

☐ Portland
509 N.W. 10th Avenue
P.O. Box 2828—97208
(503) 222-9411

☐ Salem
P.O. Box 709—97308
(503) 363-9251

☐ Eugene
556 Charnelton
P.O. Box 10828—97440
(503) 342-1277

☐ Vancouver
808 Harney Street
P.O. Box 407—98666
(206) 694-7504
(503) 226-6200 (Portland)

☐ Bend
1304 S.W. Hill
P.O. Box 43—97701
(503) 388-1544

February 28, 1985

#9934

Oregon State Highway Department
438 Transportation Building
Salem, Oregon 97310

Gentlemen:

Please be advised that our firm will be delivering materials to the project known as Helvetia at Sunset Highway located at Helvetia Road and Highway 26, Portland, Washington County, Oregon on order of our customer, W. R. Grasle Co.. This is not a claim against any bond associated with the project, but rather merely a notice that we are involved with the project and would claim against the bond with F. E. Ward, Inc. as principle and Fireman's Fund as surety in the event we were not paid for the materials we furnish.

Please be assured that this notice is not intended to reflect adversely upon yourself, our customer, or any other person or business associated with the project. This is simply something which our corporate attorney requested we do on all projects and, I think you will agree, something which is merely a good business practice.

In closing, let me convey to you our firm's thanks for your patronage and our hope that you will be pleased with the materials that we will be supplying. If you have any questions regarding this notice, please feel free to contact me at 399-9776.

Thank you again.

Sincerely,

EOFF ELECTRIC COMPANY, INC.

Raymond M. Ramsay

Raymond M. Ramsay

no resp. nec.

NOTED
V.E. S

RMR:sk

cc: W. R. Grasle Co.
F. E. Ward, Inc.
Fireman's Fund
CERTIFIED MAIL NO. P 714116449

RECEIVED
MAR 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

December 12, 1984

CON 5

F. E. Ward, Inc.
2000 East Columbia Way
Vancouver, WA 98661

#9934

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9934 for work on the Helvetia Road Interchange Section of the Sunset Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Employers Insurance of Wausau
9400 S. W. Beaverton Highway, Suite 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Bob Shotwell
L. E. George

[redacted]

F.E. WARD, INC.
2000 E. Columbia Way • Building 48C
Vancouver, WA 98661
(206) 694-8090

November 19, 1984
Serial Letter No. 1

Oregon Department of Transportation
121 Transportation Building
Salem, OR 97310

Subject: Helvetia Road Interchange

Attention: Robert W. Gormsen,
Commission Services

Gentlemen:

Reference is made to our proposal for subject project. It shall be our intent to award subcontracts to the following firms in order to fulfill the MBE and WBE goals established and confirmed in our proposal.

SUBCONTRACTS TO MBE/DBE FIRMS

Subcontractor: Grading Unlimited
5707 S. W. Idaho St.
Portland, OR 97221
Subcontract Amount: $279,008
Percent of Total Contract - 9.17%

Subcontractor: Arrow Brothers Corporation
AGC Center No. 310
9450 S. W. Commerce Circle
Wilsonville, OR 97070
Subcontract Amount: $43,635
Percent of Total Contract - 1.43%

SUBCONTRACTS TO WBE FIRMS

Subcontractor: The Lady's Construction Co.
690 S. Marylhurst Drive
West Linn, OR 97068
Subcontract Amount: $59,066
Percent of Total Contract - 1.94%

Subcontractor: Anderson's Erosion Control, Inc.
P. O. Box 205
Junction City, OR 97448
Subcontract Amount: $7,125
Percent of Total Contract - 0.23%

Enclosed please find a print out of our bid which has been sorted to include only those items to be subcontracted to MBE/DBE/WBE firms which identifies the bid items and amounts to be subcontracted to each of the firms listed on page 1 of this letter.

We look forward to working again with the Highway Division, and are confident that subject project will be mutually rewarding.

Yours truly,

F. E. WARD, INC.

F. E. Ward,
President

Enclosure: Printout

RECEIVED
NOV 21 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NAME OF JOB	HELVETIA ROAD INT
BID DATE	NOV 15,1984
TIME OF COMPLETION	350 CAL DAYS AND NLT SEPT 30, 1985
DBE	10%
WBE	2%

BID ITEM	DESCRIPTION	QUANTITY	UNIT QUAN	UNIT SUB	SUBCONTRS
24	AGGREGATE SHOULDERS	5,600.0	TON	7.48	41,888
25	CEMENT TREATED BASE MIXTURE	19,000.0	TON	8.98	170,620
26	PORT CEMENT IN MIXTURE	950.0	TON	70.00	66,500
	TOTAL				279,008.00

RECEIVED
NOV 21 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Irving

PAGE 1 ARROW BROTHERS CORP. 20-Nov-84

NAME OF JOB HELVETIA ROAD INT
BID DATE NOV 15, 1984
TIME OF COMPLETION 350 CAL DAYS AND NLT SEPT 30, 1985
DBE 10%
WBE 2%

BID ITEM	DESCRIPTION	QUANTITY	UNIT QUAN	UNIT SUB	SUBCONTRS
46	G/R, TYPE 2A	3,500.0	LF	10.40	36,400
47	G/R, TYPE 3	100.0	LF	26.00	2,600
48	G/R ANCHORS, TYPE 1	9.0	EA	275.00	2,475
49	G/R ANCHORS, TYPE 1 MOD	5.0	EA	250.00	1,250
50	RAIL END PIECES, TYPE B	4.0	EA	40.00	160
51	RAIL END PIECES, TYPE C	10.0	EA	75.00	750
					43,635.00

RECEIVED
NOV 21 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc KT

PAGE 1 LADY'S CONSTRUCTION CO. 20-Nov-84

NAME OF JOB HELVETIA ROAD INT
BID DATE NOV 15,1984
TIME OF COMPLETION 350 CAL DAYS AND NLT SEPT 30, 1985
DBE 10%
WBE 2%

BID ITEM	DESCRIPTION	QUANTITY	UNIT QUAN	UNIT SUB	SUBCONTRS
2	MOBILIZATION	1.0	LS	1,619.00	1,619
4	TEMP SIGNS	719.0	SF	6.00	4,314
5	TEMP BARRICADES	20.0	EA	60.00	1,200
6	TEMP G/R TYPE 1 REF	38.0	LF	8.00	304
8	TEMP PLASTIC SAFTY MARKERS	30.0	EA	28.00	840
9	TEMP DELINEATORS	20.0	EA	19.00	380
10	TEMP REF PVT MARKERS	26.0	EA	5.00	130
59	DELINEATORS, TYPE 2	100.0	EA	18.50	1,850
60	DELINEATORS, TYPE 3	40.0	EA	24.00	960
61	DELINEATORS, TYPE 4	50.0	EA	7.50	375
85	REMOVAL OF EX SIGN INSTALL	1.0	LS	600.00	600
86	WOOD SIGN POSTS	1.0	LS	2,000.00	2,000
87	SIGN SUPPORT FOOTINGS	1.0	LS	8,800.00	8,800
88	S/POST SL BASE SIGN SUPP	1.0	LS	6,500.00	6,500
89	BREAKAWAY SIGN POSTS	1.0	LS	5,100.00	5,100
90	TYPE AA SIGNS IN PL	810.0	SF	21.50	17,415
91	TYPE C AND D SIGNS	413.0	SF	8.00	3,304
92	TYPE EE SIGNS IN PL	125.0	SF	10.00	1,250
93	TYPE H SIGNS IN PL	36.0	SF	7.50	270
94	TYPE U SIGNS IN PL	17.0	SF	15.00	255
95	MOVE AND REINSTALL SIGNS	1.0	LS	1,600.00	1,600
					59,066

RECEIVED
NOV 21 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc KT

ANDERSON EROSION CONTROL

20-Nov-84

NAME OF JOB	HELVETIA ROAD INT
BID DATE	NOV 15, 1984
TIME OF COMPLETION	350 CAL DAYS AND NLT SEPT 30, 1985
DBE	10%
WBE	2%

BID ITEM	DESCRIPTION	QUANTITY	UNIT QUAN	UNIT SUB	SUBCONTRS
63	SEEDING, MULCHING FERT	15.0	ACRE	475.00	7,125
	TOTAL				7,125

RECEIVED
NOV 21 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc KT

[illegible]
[illegible]

STATE OF OREGON INTEROFFICE MEMO

[illegible]
[illegible]

TO: Files

DATE: Nov. 14, 1984

E J Hunter
for H. S. Coulter
FROM: State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
November 15, 1984 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened Nov. 15, 1984 on the following projects:

1. Park Place - Clackamas Community College
   Cascade Highway South, Clackamas County
   Grading & Paving
   Multi-lane with median. Eight-foot shoulders available for bicycle and pedestrian traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

2. McKay Creek & Ochoco Creek Bridges
   Madras - Prineville Highway, Crook County
   Grading, Paving & Structures
   Twevle-foot traffic lanes with eight-foot shoulders available for bicycle/pedestrian traffic.
   Same as No. 1.

3. Elkhead Road Intchg. - Rice Hill Intchg.
   Pacific Highway, Douglas County
   Paving
   Interstate Highway reconstruction.
   Ten foot shoulders available for bicycle/pedestrian traffic.
   Same as No. 1

4. Suttle Lake - Sisters
   Santiam Highway, Jefferson & Deschutes Counties
   Grading & Paving
   Twelve-foot lanes with climbing and/or left turn median. Four to six-foot shoulders will be striped & signed as a bike lane.

81-125-1387

5. I.O.N. Highway Bridges
   I.O.N. Highway, Malheur County
   Structures
   Twevle-foot lanes. Shoulders vary from two to six feet and may be used by bicycle/pedestrian traffic.
   Same as No. 1.

6. Five Mile Creek Bridge
   Pendleton - John Day Highway, Umatilla County
   Structure
   Twevle-foot lanes. Four-foot shoulders available for bicycle/pedestrian traffic.
   Same as No. 1.

7. Helvetia Road Interchange
   Sunset Highway, Washington County
   Grading, Paving & Structure
   Interchange Construction. Six to ten-foot shoulders and a six-foot sidewalk on structure available for bicycle & pedestrian traffic.

8. South Tigard Interchange - Willamette River Bridge
   Pacific Highway, Washington & Clackamas Counties
   Paving
   Interstate freeway upgrading. Ten-foot shoulders available for bicycle/pedestrian traffic.
   Same as No. 1.

9. Tualatin Valley Highway @ SW 110th Ave.
   Tualatin Valley Highway, Washington County
   Traffic Signals
   Pedestrian signals and sidewalk ramps will be installed.

HSC/cm

cc: E. S. Hunter
D. G. Talbot
L. E. George
F. E. Terpin
George Bell
Don Harwell

CON 21
Sunset

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-27-2(25)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20031

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig w/ att. to
11/2

RECEIVED
STATE HWY ENG
NOV 2 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 10/24/84

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Helvetia Road Interchange Section

11. GENERAL DESCRIPTION OF WORK
Channelization, Structure & Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 10/18/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your estimate as being cost effective.

Mr. Potter's 10/22/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $4,086,976; Federal Funds $3,602,668.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplised in accordance with your March 28, 1984 letter.

14. DATE 10/31/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev 12-79) PREVIOUS EDITIONS MAY BE USED

772[illegible]

CSN 21-4
Sunset

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

October 15, 1984

TO: HOLDERS OF THE REVISED ENVIRONMENTAL ASSESSMENT/FONSI ON
HELVETIA ROAD INTERCHANGE, CLACKAMAS COUNTY

RE: Amendments to the Revised
Environmental Assessment

Since the Revised Environmental Assessment/FONSI was released in July 1984, three changes have occurred in the project area, the project, or in the subject assessment. They are:

1. An electronics firm has made a commitment to construct a facility in the greater project area;
2. The Department of Land Conservation and Development has requested that the wording of a portion of page F4, dealing with the relationship of the project to future development, be rephrased; and
3. A sixth lane has been added to the proposed structure.

Please see the attached amendment for details on the changes.

The Federal Highway Administration has subsequently concluded that these changes do not affect their issuance of a Finding of No Significant Impact.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310

CMG:EE:lm

Attachment

Form 734-3122

REVISION TO THE JULY 1984 FOREWORD
to the revised
ENVIRONMENTAL ASSESSMENT

HELVETIA ROAD INTERCHANGE
SUNSET HIGHWAY (U.S. 26)
Washington County, Oregon
October 1984

The following paragraph appends the section entitled, "RECENT LAND DEVELOPMENTS", page F3:

> As of October 1984, National Semiconductor Corporation has made a commitment to construct a manufacturing facility on a 90-acre parcel of Burlington Northern property in the area circumscribed by Cornelius Pass Road, Croeni Road and West Union Road.

The section entitled, "RELATIONSHIP TO FUTURE LAND DEVELOPMENT", page F4, is deleted and replaced with the following language:

JUSTIFICATION FOR PROJECT REVISION

The primary purpose and justification for Phase I of the Helvetia Road Interchange Project is to correct an acute safety problem on Sunset Highway. Construction of a grade separated crossing will eliminate this safety problem, and will also result in increased use of Helvetia and Schute Roads. Projected development within the Urban Growth Boundary over the next 20 years will result in traffic use that would exceed the capacity of a three lane overcrossing. The next largest crossing that could be built would have to be 5 lanes: two lanes in each direction and a turn median. Although the maximum capacity of a 5-lane structure would exceed the needs of projected urban growth boundary traffic, it is also the smallest possible structure that can meet those needs.

A sixth lane will be needed to handle peak hour traffic travelling westbound on Highway 26 to southbound on Shute Road. This lane would serve traffic destined for the urbanizing industrial area south of Evergreen Road. Without this acceleration lane, traffic congestion will occur in future years on the westbound exit ramp from Highway 26. Since the volume of peak hour traffic using this lane is regulated by a signal proposed at the eastbound off ramp, the sixth lane does not add capacity to the overpass. It will serve to reduce congestion that would otherwise occur on the westbound off ramp, which will also be regulated by a signal once traffic volumes are sufficiently high. Therefore an additional lane has been added to the width of the overpass structure originally described in the Environmental Assessment. The structure to be constructed now includes four travel lanes, a left-turn median lane, bicycle lanes, one sidewalk, plus the additional acceleration lane to accommodate the proposed future westbound-to-southbound loop ramp.

[illegible]

[illegible]

STATE OF OREGON

INTEROFFICE MEMO

34-1950

TO: H. S. COULTER
State Highway Engineer

DATE: October 2, 1984

FROM: Edward L Hardt

EDWARD L. HARDT
Metro Region Engineer

SUBJECT: HELVETIA INTERCHANGE MONTHLY PROGRESS REPORT

[illegible]
#98

This is the monthly report for the progress of the development of the Helvetia Road project:

> Stage 1, for the detour road and partial embankment, was completed on September 30th.
>
> Stage 2, for the remainder of the interchange, scheduled for a bid opening October 25th has been delayed to November 15th because of a delay in the material source permit from Washington County. The project is expected to be ready for advertising for the November 15th bid opening.

ELH/cp
cc Fred Miller
Hal Versteeg
Walt Hart
Cam Gilmour

RECEIVED
STATE HWY ENGR
OCT 3 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

7734

47

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: September 26, 1984

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening November 15, 1984

Federal-aid Project No. F-HES-27-2( ) Highway No. 47

Federal-aid Project Name Helvetia Rd. Interchange - Phase 2

County Washington

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

☒ No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

☐ Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

☐ There are no individuals or families to be displaced from residential improvements.

☐ All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RH: jr

cc: J. H. Versteeg
Joe Gaither
Don Aman

3CN 21-4
Sunset

9934

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
9722

September 26, 1984

RECEIVED
STATE HWY ENGR
SEP 27'84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

GINAL SIGN
LD E. BACKST
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Helvetia Road Undercrossing
Helvetia Road Interchange Section
Sunset Highway
Washington County
BR 9722

Your letter dated September 6 for the subject structure indicated concern for shrinkage cracks in the concrete deck slab.

We have considered the potential shrinkage problem for the concrete deck slab on the structure. The possibility of a longitudinal construction joint was studied, but due to differential beam deflection and unpredictable beam camber, we have stated in the plans that no longitudinal construction joints will be allowed.

An open longitudinal joint will produce live load deflection problems at the joint and has also been determined as not appropriate for this structure.

We have been in contact with the Project Manager and will work to minimize the shrinkage problems by control of the concrete mix design and the deck pouring procedures.

Two copies of the Foundation report for the structure were sent to you on September 11.

KAK:TDL:jrb
cc: E. S. Hunter
E. L. Hardt

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Steet N. E.
Salem, Oregon 97301

September 6, 1984

IN REPLY REFER TO

HBR-OR

NOTED
E. [illegible]

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon HES F-27-2(12)
Helvetia Road Undercrossing - Sunset Highway
Washington County

The reduced structure drawings of the Helvetia Road Undercrossing as submitted by K A Kamadoli Aug. 17 are acceptable. Please note the 93'-2" 0-0 concrete deck could cause some crack problems if shrinkage is not considered. A Longitudinal joint might be a consideration.

We do not have the substructure recommedation for the bridge. Please furnish us this information.

Sincerely yours

For
Dale E. Wilken
Division Administrator

cc:
OSHD (Hart)
OSHD (Potter)

Orig to Hart
Draft reply
9-13-84

RECEIVED
STATE HWY ENGR

SEP 10 '84

REFER TO
[illegible]

FOR

Info	Inver	R/D	D/R	Sign	Act	File
					X	

7734 47

ROAD DESIGN-HIGHWAY DES 16

Robert Shotwell
Project Manager

September 21, 1984

Fred Eriksen
Fred Eriksen
Design Supervisor

Helvetia Rd. Intchge. (July Contract)
Sunset Highway (#47)
Washington County

During a recent telephone discussion of project details with your office, it was determined the four paved culvert end slopes called for on the plans should not be constructed.

A contour grading plan for the interchange has been developed by the Landscape Unit that flattens the Helvetia Road slopes between the bridge ends and ramps to about 3:1.

On the next contract (October) we will indicate the two culverts require extensions on each end.

FE:mg

cc: Marion Craft
Karl Keller

[illegible]

CCN 27-4
[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 21, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon F-HES-27-2(12)
Helvetia Road Interchange
Sunset Highway
Washington County

copy
#9876

We have reviewed Mr. Gilmour's September 13, 1984 analysis of the environmental document for this project resulting from comments received from the Department of Land Conservation and Development. We agree that the proposed revision to page F4 more accurately defines the interrelationship between this project and the Urban Growth Boundary.

This will affirm that the FONSI is still considered valid and you may proceed accordingly.

Sincerely yours,

f Robert B Hathaway
Dale E. Wilken
Division Administrator

cc:
OSHD (C Gilmour)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
SEP 24 '84
REFER TO
Hunter
FOR
Info Inves R/O O/R Sign Act File ✓

9134

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

cc- Rubin
Amedeo
ax 9-18
sent

In Reply Refer to
File No.:

ENV 3

September 13, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

[illegible]

RECEIVED
DOT DIRECTOR
SEP 17 '84
REFER TO
FOR

Info	Answ	R/D	D/R	Sign	Act	File

RE: Helvetia Road Interchange
Washington County
F-HES-27-2(12)

Dear Mr. Wilken:

A finding of no significant impact was issued on the subject project on July 11, 1984. The project addressed in the revised Environmental Assessment supporting the FONSI was a diamond interchange with a five-lane width overcrossing structure. This improvement is Phase I of a two phase improvement. Phase II will include a loop ramp for westbound Sunset Highway to southbound Shute Road traffic, with ramp modifications necessary to accommodate the loop.

A six-lane width structure is now being proposed to allow a southbound acceleration lane to be operational when the loop ramp is completed. It is necessary to include an additional twelve feet in width in Phase I to avoid having to reconstruct the overcrossing structure in Phase II. This increase results in a curb to curb width of 84 feet versus 72 feet described in the EA.

We have evaluated the consequences of this modification and find it does not change any conclusions reached in the Environmental Assessment. In fact, due to comments received from the Department of Land Conservation and Development on September 5, we now propose that language contained in the revised EA in the middle paragraph of page F4 be removed and replaced with the enclosed statement. We believe this statement more accurately reflects any relationship the proposed improvement has with the Hillsboro Urban Growth Boundary.

I believe that the revised Environmental Assessment remains valid, and ask that you concur with this conclusion. Should you concur, parties receiving copies of the revised assessment and FONSI will be so notified of the changes.

Sincerely,

Cam Gilmour

Cam Gilmour, Manager
Environmental Section

CMG:lm

Enclosure

Insert Page F4:

The primary purpose and justification for Phase I of the Helvetia Road Interchange project is to correct an acute safety problem on the Sunset Highway. Construction of a grade separated crossing will eliminate this safety problem, and will also result in increased use of Helvetia and Shute Roads. Projected development in the Urban Growth Boundary over the next 20 years will result in traffic use that would exceed the capacity of a three lane overcrossing. The next largest crossing that could be built would have 5 lanes: two lanes in each direction and a turn median. Although the maximum capacity of a 5 lane structure would exceed the needs of projected urban growth boundary traffic, it is also the smallest possible structure that can meet those needs.

A sixth lane is needed to handle peak hour traffic travelling westbound on Highway 26 to southbound on Shute Road. This lane would serve traffic destined for the urbanizing industrial area south of Evergreen Road. Without this acceleration lane, traffic congestion will occur in future years on the westbound to southbound exit ramp from Highway 26. Since the volume of peak hour traffic using this lane is regulated by a signal proposed at the eastbound off ramp, the sixth lane does not add capacity to the overpass. It will serve to reduce congestion that would otherwise occur on the westbound off ramp, which will also be regulated by a signal once traffic volumes are sufficiently high.

CCN 21-4
[illegible]

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

RECEIVED
STATE HWY ENGR
SEP 13'84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: Fred Miller
Director

DATE: September 12, 1984

FROM: Cam Gilmour, Manager Cam
Environmental Section

SUBJECT: Land Conservation Development
Department Project Comments

As a follow-up to our dicussion last Friday, I am providing you with some information pertinent to interagency coordination between ODOT and the Department of Land Conservation and Development. This is prompted by DLCD's A-95 review comments on the Helvetia Road Revised Environmental Assessment, and the I-84 Port-of-Entry Environmental Assessment (copies attached).

copies
#10,631
#9576
4

DLCD's September 5, 1984 comments on the Helvetia Road Interchange revised EA reverse their comments on the draft EA received June 26, 1984. The Revised EA was modified to indicate that recent developmental trends in the area served by the proposed interchange could exert pressure to expand the Hillsboro Urban Growth Boundary. This statement and a memo to the file written by Craig Markham that was sent by Metro to DLCD, apparently prompted their comment letter.

My concern here is two fold: one, we had no prior indication that the letter was coming (nor did they that we had made some changes to the EA); and two, that our coordination with DLCD staff on this project may not have been sufficient in timeliness or content. The second concern will be corrected starting with projects now in preparation, and I will contact Jim Ross regarding these points.

One important objective we have in preparing environmental documents is to coordinate with involved agancies and the public early on in project development; this helps keep surprises like the Helvetia letter to a minimum. I am confident we have a good working relationship with DLCD staff, but our coordination can be improved. I feel their recent method of conveying concerns could be less confronting. A phone call first from Ross or his staff to me, would have helped here.

My goal has been to have A-95 comment letters reflect the coordination and resolution of potential conflicts that effective interagency communications can result in. I do not believe that the goals of the Land Conservation Development Commission and Oregon Transportation Commission are really any different; they can be mutually supportive. Our Comprehensive Planning Coordination Program certified by DLCD underscores this need.

Other than the corrective steps I plan to take, I am not sure any further course of action regarding DLCD would be appropriate at this time. I am pursuing with FHWA Ross's suggestion that the references regarding UGB expansion in the Helvetia Revised EA be removed. It is now apparent that the proposed interchange is not overdesigned, but is designed to

81-123-1387

accommodate the 20 year growth in traffic forecast from population and employment levels in the Washington County comprehensive plan acknowledged by DLCD. This will be clarified in the revised EA.

CM:gc

cc: H. S. Coulter w/attach
E. S. Hunter w/attach
E. L. Hardt w/attach

VICTOR ATIYEH
GOVERNOR

Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310-0590 PHONE (503) 378-4926

September 5, 1984

RECEIVED
ENVIRONMENTAL
SECTION
SEP 6 1984
Referred to Manager Cam-return
Proj. Coord. Eb ✓ Res. Coord. ______
Eng. Coord. ______ Adm. Asst. ______
Sec. ✓ [illegible] File ______

Campbell M. Gilmour, Manager
Environmental Section, Highway Division
Department of Transportion
Transportation Building
Salem, OR 97310

Dear Mr. Gilmour:

Your letter of July 24, 1984, conveyed a Finding of No Significant Impact (FONSI) for the Helvetia Road Interchange project in Washington County (F-HES-27-2(12)). This Department has reviewed both the original and revised Environmental Assessments. Our purpose in writing is that we are concerned that the finding as it pertains to impacts on land use may not be accurate.

Based on information available to us, the Helvetia Road Project was substantially enlarged in the time between issuance of the two Environmental Assessments. The Department indicated in prior comment that the Environmental Assessment for the original project appropriately recognized the land use plans for the area to be served: in particular, that the adjacent agricultural land would be protected. Now, however, with up-scaling of the project to six lane capacity and new statements in the revised Environmental Assessment regarding land use, we believe important issues of state agency coordination and compliance with acknowledged land use plans have developed. As a result, the FONSI conclusion appears to be incorrect.

We recognize the necessity to do facilities planning and construction which matches the lifetime of the structure and that this in many cases exceeds the time frames for local plans. But the specific references at the center of page F4, the center paragraph of page 21, and the last paragraph of page 23, when taken together, indicate a service capacity in the Helvetia Road project much greater than required for urban growth planned in compliance with state law. There is at least an implicit assumption that the Metro Urban Growth Boundary will be expanded in this locale. With such an assumption, a "significant impact" on land use is presented by the project as now designed. Consequently, a finding of "no significant impact" appears inaccurate; local land use plans and state law are abridged; and coordination of state agency plans and programs is averted. The presence of the above-referenced comments in the

Environmental Assessment set forth a public policy and expenditure position that could later be used as leverage to expand the Metro Urban Growth Boundary.

This Department is requesting, therefore, one of the following courses of action. Amend the "revised" Environmental Assessment to remove information and references regarding UGB expansion and the service capacity of this project exceeding ". . . the ultimate need of the adjacent Urban Growth Area" (p. 23). Or, remove the Finding of No Significant Impact and proceed with full-scale assessment and review.

We are aware of the safety and traffic demand pressures which have forced a "fast-track" approach to this project. Your rapid course to construction demonstrates the state's ability to respond. We do feel strongly, however, that significant impacts should be recognized, service capacity should coincide with, not lead, basic land use policy, and that agencies in state government should coordinate fully on matters of this magnitude. We look forward to continued contacts regarding our request.

Sincerely,

James F. Ross
Director

JFR:CG:llt
0454D/

cc: Pat Amedeo
Intergovernmental Relations (84-5B1-060-4)
Fred Miller
Dave Wilken

ROAD DESIGN SECTION DES 16

E. L. Hardt
Region Engineer

August 22, 1984

J. H. Versteeg
Road Design Engineer

ORIGINAL SIGNED BY
J. H. VERSTEEG

Construction Plans
Helvetia Rd. Interchange

[illegible]

The current Interchange plans for this project would accommodate a future loop ramp if one is needed. This would permit the westbound Sunset traffic to go south without going through a signalized intersection on the Helvetia Road. If in the future it is deemed desirable to build this loop ramp, the necessary environmental documents can be developed at that time.

If a loop ramp is never constructed, we have made a poor decision in the investment of these funds. If, however, at some future date a loop ramp is needed, it will not be necessary to tear down this expensive structure and build a new one at this location.

I was disappointed by the general tone and statements in the August 7, 1984 letter on the design review of the Helvetia Rd. Interchange. I do hope that Don Adam's letter of August 21 (copy attached) responds adequately to the questions raised concerning the structure design for this project.

JHV:bn

Atch.
cc: Jim McClure
bn Don Adams

Versteeg
Anderson
2 Adams
3 Macnab M
RK 1 Edwards /Kuehn
4 Terpin
5 Trout
Wakeelig

RECEIVED
AUG 23 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To'
Bring Up ...../...../.....
Action

STATE OF OREGON
ROAD DESIGN-HIGHWAY

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: August 21, 1984

FROM: Donald R. Adams, P.E.
Final Design Engineer

SUBJECT: Craig Markham's Memo
Regional Environmentalist
Helvetia Rd. Interchange
Sunset Hwy.

The preliminary plans show the structure to be 84-ft. curb-to-curb, while the Environmental Assessment (EA) showed 72-ft. curb-to-curb. The intent of the 72-ft. widths was to have four 12-ft. driving lanes, a 14-ft. median and two 5-ft. bikeway shoulders when the roadway to the north and south of the interchange was developed to four lanes. We had asked FHWA to approve an interim use of the 72-ft. width as two 16-ft. travel lanes, a 16-ft. median and two 12-ft. bikeway shoulders. How this was computed to two 16-ft. travel lanes, a 14-ft. median, two 5-ft. bikeways and two 8-ft. shoulders in the EA is unknown.

The 84-ft. curb-to-curb section now proposed is to ultimately be four 12-ft. driving lanes, a 12-ft. accel. lane, a 14-ft. median and two 5-ft. bikeway shoulders. Interim use would be two 16-ft. driving lanes, a 16-ft. median, two 12-ft. bikeway shoulders and an undefined 12 ft. of extra width on the side that will eventually contain the accel. lane.

The situation is analogous to that of the northbound climbing lane on I-5 near North Tigard Interchange. Construction of that climbing lane was included in the W. Marquam Intchg.-N. Tigard Intchg. project but the lane was not opened until several years later when approval was obtained by including it in the EIS for the N. Tigard Intchge.-S. Tigard Intchge. project. The added lane on the Helvetia structure will not be used until Phase II, which will include the loop ramp for the east-to-south move, is approved. Also, consistent with this example, no commitment of funds has been made to widen the Helvetia or Shute Roads. So the inclusion of the added width has "significantly" changed the design upon which the environmental impacts were based is debatable. Increasing the widths of a structure or roadway by 17% might be considered a minor impact compared to the impact of initial construction of the facility.

1 Versteeg
Anderson
3 Adams
4 [illegible]
2 Edwards
5 [illegible]
6 Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

D[illegible]
Return
Bring up
Action

Contains Recycled Materials

The current design is buildable within a short time frame to alleviate an existing, recognized hazardous intersection. The construction of the current design allows installation of a safe interchange immediately while further work is done to assess the impacts of an interchange with a loop ramp design to improve traffic flow and reduce potential problems at the new ramp intersection at Helvetia Road in the future.

The revisions made to this project were not done arbitrarily by "Salem Design". They were carefully though-out as an appropriate response to the predicted traffic growth within our normal 20-year design period.

DRA:mg

cc: Ed L. Hardt
-mb

FILE → 34-1950

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: 7 AUG 1984

FROM: Craig Markham
Regional Environmentalist

SUBJECT: Design Review
Helvetia Rd Interchange
Sunset Highway

I have reviewed a copy of the Helvetia Road Interchange Preliminary Plans. I find that Salem ODOT Design has altered the typical section for the overcrossing structure so that it bears no resemblance to the typical section portrayed in the Environmental Assessment, just approved by the FHWA:

1. The Preliminary Plans show a structure 94 feet wide; the EA showed an 83 foot width.

2. The Plans show six traffic lanes; the EA showed five.

3. The Plan eliminates the 5-foot bicycle lanes shown in the EA.

4. The Plan shows a 16-foot median turn lane; the EA showed 14 feet.

5. The Plan adds another 16-foot turn lane and expands another travel lane, originally 12 feet wide, to 16 feet wide.

It appears to me that Salem Design never even bothered to look at the Environmental Assessment approved by FHWA on 11 July 1984. Once the FHWA has issued project location/design approval (by approving the EA as a FONSI), ODOT is no longer free to make major design changes simply at will.

[More]

1 Versteeg
2 Anderson
Edwards
Trout
Wakerlig

RECEIVED
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

81-125-1387

CC: Hal Versteeg - F.Y.I.
EL-H

The extra 16-foot lane in the Plans was evidently added to accommodate the additional loop ramp proposed under the Phase II project. This is in direct conflict with the FONSI approval, signed by FHWA, which states the conditions which must be met before Phase II elements may be constructed:

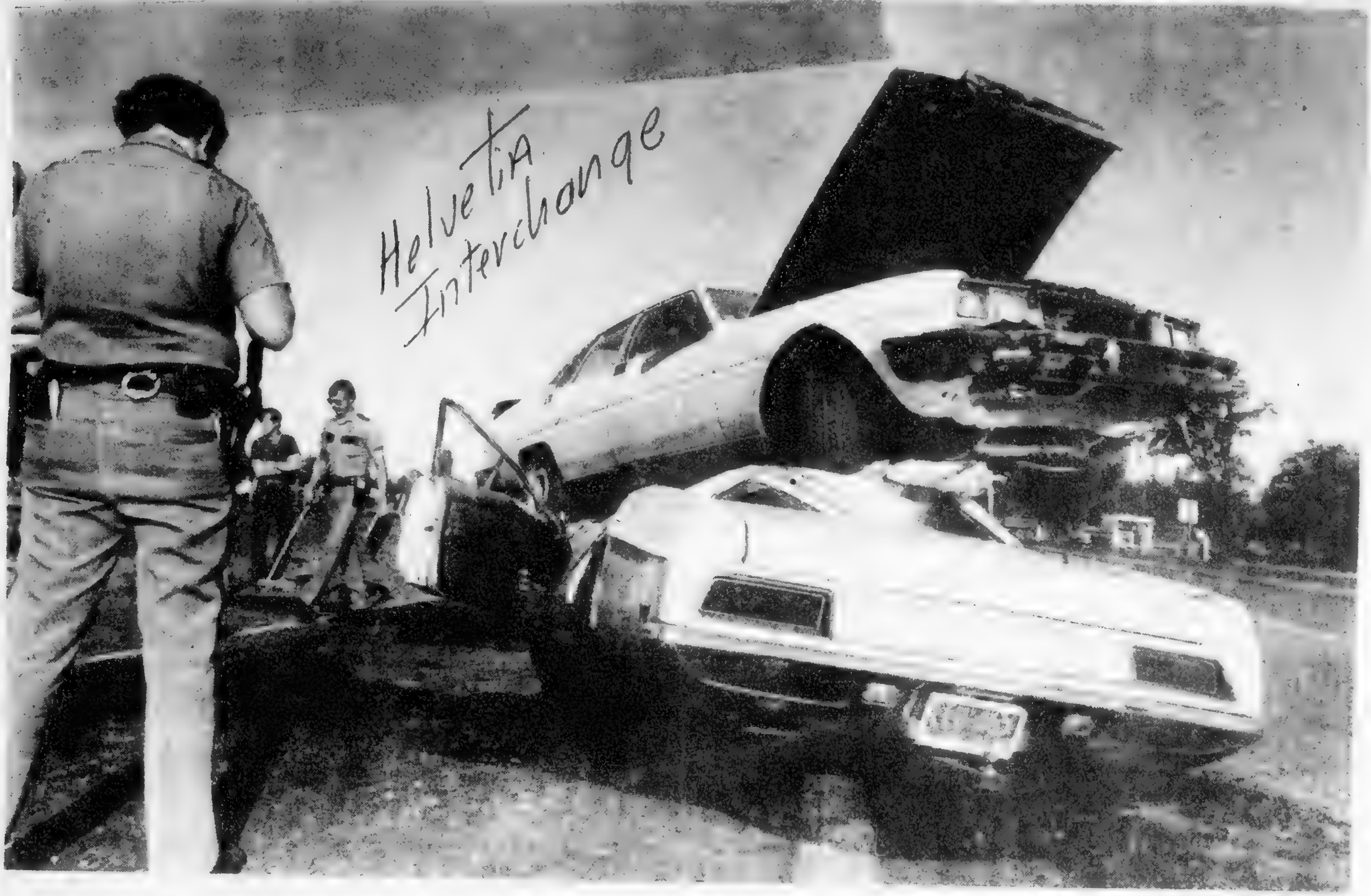
> "The future Phase II interchange and adjacent roadways will be the subject of a separate environmental evaluation and document at the appropriate stage of development of that project. The FHWA takes full responsibility for the accuracy, scope and content of the attached environmental assessment."

The structural typical section shown in the project Preliminary Plans does not even begin to conform with the design approved by FHWA. It violates the requirements in FHWA's FONSI Statement for additional environmental documentation for Phase II activities, and it changes significantly the design upon which environmental impacts described in the EA were based. ODOT has compromised the accuracy of the EA and has significantly altered the scope and content of the project to a degree inconsistent with the EA.

It would make even better logical and legal sense to incorporate Phase II and cover the whole project in one document. ODOT has artificially segmented this project into phases in a manner which evades a comprehensive examination of the overall project impacts -- whether or not that is the actual intent. The casual incorporation of major Phase II elements into Phase I, makes it clear that there are no logical distinctions between Phases I and II, except for the capture of funding. They are, for every engineering and environmental purpose, one and the same project, and should be treated as such.

If the Preliminary Plans represent the way the project is to be designed, I suggest that the project be withdrawn until the entire proposal and its impacts can be fully described and properly documented.

cc Miller, Coulter, Hardt



Helvetia Interchange

The Oregonian/JERRY F. BOONE

STACKED DECK — One car sits atop another after a spectacular three-vehicle crash on U.S. 26 Tuesday morning. An eastbound car reportedly was struck by another car entering U.S. 26 from Shute Road, causing it to skid across the center of the highway where it became airborne and landed on top of an oncoming car traveling in the westbound lane. Three persons were injured, one critically.

Car crash really was a 'pileup'

HILLSBORO — A Portland man was critically injured Tuesday morning in a three-car accident at the intersection of U.S. 26 and Shute Road, which ended with one vehicle on top of another.

"I've been doing this for eight or nine years, but I've never seen anything like that," said Dennis R. Kisor, Washington County sheriff's deputy. "I've never seen one on top of the other."

Randall Scott Sadewic, 28, of 2540 S.W. Nevada Court was taken to Tuality Community Hospital in Hillsboro and was later transferred to Good Samaritan Hospital & Medical Center where a spokesman said he was in critical condition with head injuries and lacerations. Mark J. Stevenson, 23, of 12236 N.W. Barnes Road and Robert Poole, 58, Seaside, were treated at the scene and released.

The accident was reported to Washington County Fire District 2 at 7:50 a.m. Kisor said Poole was eastbound on U.S. 26 when his car was struck by a car driven by Stevenson as Stevenson tried to cross the highway. Poole's car went out of control and crossed an embankment which caused it to become airborne, Kisor said. It landed on top of the car driven by Sadewic, which was westbound on U.S. 26.

Kisor said no citations were issued, and an investigation was pending.

9934

CCN 21-84
Sunset

STATE OF OREGON

INTER, OFFICE MEMO

34-1950

TO: H. S. COULTER
State Highway Engineer

DATE: August 2, 1984

FROM: EDWARD L. HARDT
Metro Region Engineer

Edward L Hardt

SUBJECT: HELVETIA INTERCHANGE MONTHLY PROGRESS REPORT

copy #9876

The Phase 1 contract for the Helvetia Road detour and partial bridge embankment construction was advertised and bids opened last month. The low bidder was Ken Leahy Construction Co. He plans to go to work immediately on the project. The engineer's estimate for contract items was $490,000, the low bid was $290,872.00.

The rest of the project is called Phase 2. The preliminary road plans are out for review, the bridge plans are 80% complete. The bid opening for Phase 2 has been delayed from September 27 to October 25 because of the lack of funds. There should be no problem meeting the October 25 bid opening date. At the moment no public event is planned for the start of construction.

ELH/cp
cc Fred Miller
Hal Versteeg
Walt Hart
Cam Gilmour

RECEIVED
STATE HWY ENGR
AUG 3 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

CON 21-4

1. FEDERAL AID PROJECT NO. F-HES-27-2(12) Sunset

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20031

6. TO

7-19-84

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

copy #9576

7. DATE AUTHORIZATION EFFECTIVE 7-19-84

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Sunset Highway at Helvetia Rd Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER (*Specify*) See below

13. REMARKS

As requested by Mr. Potter's letter of 7-18-84 I approve the program change as follows:

Work Type: Add: SFTY under step 08.

Project Data: Add: 3) Construct detour, underpass structure and approach roadways, adjust utilities as required, and perform incidentals common to this type of work.

Orig. to 7/20

RECEIVED
STAT HWY ENGR
JUL 20 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 7-19-84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: July 18, 1984

To: Dale E. Wilken
Highway Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change & PS&E Authorization
Item No. 20031
Project No. F-HES-27-2(12)
Sunset Highway @ Helvetta Road Section
Washington County

I request a program change to increase the scope of work as follows:

Work Type: Add: SFTY under step 08.

Project Data: Add: 3) Construct detour, underpass structure and approach roadways, adjust utilities as required, and perform incidentals common to this type of work.

Also, I request authorization as of July 11 to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $56,000 with obligation of $49,364 in Federal funds appropriation code 010. This PS&E request is based on the fact that the FONSI received your approval July 11.

JLG:me
cc: L.E. George
General Files

Form 734-3122

97134-

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

July 6, 1984

Sunset Farm and Stables
5000 N.W. 242nd
Hillsboro, Oregon 97124

Dear Mr. Seibel and Mr. Girt:

I have received your letter asking for additional time to comment on the Environmental Assessment prepared for the Helvetia Road Interchange project. In an effort to begin construction this year the Highway Division plans to advertise for construction bids July 12, 1984, and award a construction contract July 26, 1984. Because of this scheduling your comments on the proposal should be sent immediately.

Four laning of 242nd Avenue (Schute Road) is not part of the Helvetia Interchange project. The interchange overpass is being designed to accommodate four lanes of traffic because of traffic volumes forecast to use the interchange. Since 242nd Avenue is a Washington County road, the county would be responsible for investigating any improvements to it.

I may be reached by phoning 378-8486.

Sincerely,

Cam Gilmour

Cam Gilmour, Manager
Environmental Section
324 Capitol Street, N.E.
Salem, OR 97310

NOTED
E. S. HUNTER

CG:gc

cc: E. S. Hunter w/attach
Ed Hardt w/attach
Gary Potter w/attach

RECEIVED
STATE HWY ENGR
JUL 6 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

648-6782

Sunset Farms And Stable
5000 N. W. 242nd
Hillsboro, Oregon 97124
June 29, 1984

Campbell Gilmour
Oregon State Highway Division
412 Transportation Building
Salem, Oregon 97310

Re: Helvita Road Interchange

Dear Mr. Gilmour,

The recent announcement of the Highway Departments plans to make 242nd from Evergreen to Highway 26 four lanes has somewhat changed the enviromental assessment that we have received.

June 30, 1984, was the date all comments were to be received by the Highway Department, we are asking to reserve the rights for comment until we have a chance to review the updated project.

Respectfully,

SUNSET FARM & STABLES
Dick Girt
Gene Seibel and Dick Girt

ADJOINING NEIGHBORS

Chas. E. Pope

K. A. Berger Farms Inc.
Ruth I. Berger, Secretary

cc Dale Wilken
Jef Kaiser

RECEIVED
JUL 2 1984
Environmental Section

STATE OF OREGON **INTEROFFICE MEMO**

PRO
34-1950

TO: H. S. COULTER
State Highway Engineer

DATE: July 3, 1984

FROM: EDWARD L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: MONTHLY STATUS REPORT
HELVETIA ROAD INTERCHANGE

NOTED
H.S. COULTER

This is the monthly status report for the progress of the Helvetia Road project. The project has officially been split into two contracts:

> The first is for the detour road for Helvetia as it crosses the Sunset Highway, the structure embankment, and some drainage work. This contract is estimated at $550,000, it is 95% complete. The anticipated date for opening bids is July 26.

Phase II

> The second contract is essentially for the structure, the ramps, and everything else. Its estimated cost is $3,450,000, the grading plans are 70% complete, the bridge plans are 20% complete. The anticipated date for opening bids is September 27.

The environmental assessment is out for public review and, as far as I know, there have been no comments.

ELH/cp
cc Fred Miller
Hal Versteeg
Walt Hart
Cam Gilmour

RECEIVED
STATE HWY ENGR
JUL 5 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

81-125-1387

HIGHWAY DIVISION

FILE: PLAN

Ed Hardt
Metro Region Engineer

June 28, 1984

Robert N. Bothman
Assistant State Highway Engineer

Shute Road
Washington County

Met with Rick Daniels and Bruce Warner June 28 at Rick's request to discuss Washington County transportation initiatives, however, the discussion was Shute Road.

I was presented the Sunday Oregonian article which generated a 9:00am Sunday morning call from Wes Myllenbeck to Rick.

[illegible]

Rick has discussed the article and proposal by the State to advance funding to the county for Shute Road. The proposal is TOTALLY unacceptable to the staff and the board.

The county needs $8 million annually for maintenance of the 1,200 mile county road system. This year the county's budget and available funds are $6 million. Without an additional levy or gas tax it will drop to $3 million next year. The county's overlay program will be disbanded. The county is $5 million short next year of continuing their maintenance and overlay (preservation) program. The $3 million budget is supported by the state gas tax, weight/mile, vehicle registration allocation to the county, the county one-cent gas tax, and systems development fees.

Shute Road is not the county's first priority for improvements. (I imagine that the county's first priority is the completion of the Cornell Road package and I imagine they would not be in a position to shift their priority from that package to a Shute Road package.)

Rick heard Gerry Thompson's statement that Shute Road was going to be improved. The meeting with the Governor's staff with that dictate, plus the article in the paper did not set well with the county staff or board.

Reviewed with Rick and Bruce how the proposal came about to advance funds to the county. Ted had already established an understanding of how the proposal came about.

Explained briefly the Westside Transit decision package. The county obviously is very supportive of the State providing match of the available Section 3 funds which are not now being utilized because of lack of match and which support both the transit package and the land use designations for Washington County.

Discussed the "Son of the Interstate" as a potential source for funding improvements on the Sunset Freeway. I provided no encouragement for this potential. I explained it was a long-term possibility.

The Shute Road improvement involves three issues:

(1) The improvement of Shute Road from Evergreen to the Sunset. That issue has subissues whether the improvement be two-lane, three-lane, or four-lane, how the two-lane might be funded vs. the three-lane vs. the four-lane, and whether the improvement be the initial two-lane with a future widening to four-lane. Rick said the four-lane would be required in two years.

(2) The improvement of Evergreen to Cornelius Pass Road. The county has been working with Intel, who is prepared to fund that improvement to accomodate their expansion. The county is working toward an LID. This LID would involve NEC, as well as Intel and other property owners on Evergreen.

(3) The extension of Shute Road south of Evergreen involving the existing alignment or a realignment. As a property owner, NEC would be required to participate adjacent to their property on this improvement. This improvement is within the city limits. Part of this improvement is county jurisdiction, part is city jurisdiction, all is within the city limits. As the first two elements of the package are county jurisdiction and outside the city, the decision insofar as location, termini, and southerly terminus rests with the City of Hillsboro.

(4) There is a fourth component being Helvetia Interchange, which the State has already committed to and will have under construction this year.

(5) There is a fifth component; the improvement to Cornelius Pass Road from Cornell to the Sunset, or at least from Evergreen to the Sunset.

(6) A sixth component is improvements to Cornelius Pass Interchange. The last two elements are also related to the Cornell Road improvements extending from Cornelius Pass east to 185th and further east to Cornell Road Interchange on the Sunset. Elements five and six become intertwined with the Cornell Road package.

The solution to funding the Shute Road improvement from Evergreen to the Sunset appears to involve two parts. (1) Obtain federal funding, either county secondary, interstate transfer highway, or Section 3, and (2) working out a cooperative match arrangement, perhaps involving a mini switchy switch.

It was ageed that the package should be confined to Westside/Washington County funding considerations. The projects to be considered to capture federal funding include the Sunset ramp metering where Section 3 is a potential to replace interstate transfer, Hall/Scholls Ferry, TV/185th, etc. It is possible Section 3 funds could be captured from the Westside by utilizing those for some effort such as TV/Murray, which could shift those funds in a switchy-switch to Shute Road, perhaps even laundered through a third project. State participation would be considered by looking at State highway projects currently capturing local match such as TV/185th, Scholls Highway, etc.

Bruce Warner will review all projects in Washington County looking for those to establish a preliminary package. By copy of this memo I am requesting Ted to do the same on the Division's part. There is a third ingredient, and that is the developers involved should be committed to some part of the improvement. The simplest way to accomodate that is Cornell Road style, that is, having "government" construct the initial two-lane facility and then leave it up to the developers, either adjacent or directly using the facility, to provide the additional two lanes assuming a four-lane was necessary. The developing community would have the decision whether to proceed with the initial four lanes because of the short time involved when that demand will exist, or to establish some sort of a contingency such as on Cornell Road which will provide for that expansion when required.

Ted should have Tom Schwab evaluate the impact of two, three, or four lanes upon the Helvetia Road Interchange, and more specifically, the Sunset Freeway from Helvetia to 217 and 217 to I-405. I believe it is appropriate for Tom to develop a report relative to the "futures" for the Sunset from North Plains to I-405. We need to have an understanding of the distribution of traffic at 217. We need to get a handle on the county's talk of the need to six-lane the Sunset. The question is, does six lanes fit the regional plan; does six lanes fit the constraint of the Vista Ridge Tunnel; does six lanes fit the constraint we have always worked with on the Portland "pig"; and lastly, does six lanes fit the highway/transit modal split established for Washington County.

I suggest that Fred Miller contact Wes Myllenbeck (if he has not done so) by phone, or better yet, for a short visit. I suggest that Ed, Ted and myself review the potentials for a package the week of July 9.

Discussed the state/local funding package being put together for the next legislature. Rick feels such a package does not address the needs of the City of Portland and Washington County. He feels the unfair allocation of State gas tax revenues to Multnomah County since they no longer have many roads that need to be looked at. He feels the need to switch the allocation of funds within the cities to road mileage from population. Based on population Multnomah County gets about the same funds as Washington County. Washington County has 1,200 miles of county roads, Multnomah County has 300 miles of county roads. The needs are so much greater in the urban cities and counties than the remaining local jurisdictions in the State that Rick has proposed formation of some sort of body to represent urban local governments. AOC and LOC are not an effective lobby for the urban cities and counties. The urban cities and counties have much greater need for transportation dollars than the remainder of the State.

Rick eluded to the lack of generation of transportation dollars for highway improvements by developers. From a transportation perspective, growth is bad in the sense that an additional development in the county does not support funding of the roads required by the additional development. He eluded to the serious need to address transportation funding in the light of economic development. The current funding does not address the problem. All the packages and switchy-switches occurring need to be straightened out by the basic funding structure for transportation as it relates to economic development (developers).

RNB:lks

cc Fred D. Miller
H. S. Coulter
Ted Spence
Gary A. Potter
Robert E. Royer
Vern E. Skoog

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

DES 23
9722

RECEIVED
STATE HWY ENGR
JUN 27 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

June 26, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Helvetia Road Undercrossing
Helvetia Road Interchange Section
Sunset Highway
BR 9722

Enclosed are two reduced prints of Drawings 39502 and 39306 which are the revised preliminary plan and elevation and vicinity map for the subject structure. Our earlier submittal was sent to you on May 8, 1984.

Due to significant turning movements from east to south, the configuration of the interchange is revised. The new interchange is developed to fit the present and future traffic needs. The first stage will be a diamond interchange similar to the previous submittal. The second stage will provide a loop ramp for east to south movement to improve the alignment of Helvetia Road over the freeway. The second stage development will require additional purchase of right of way.

The structure roadway width is widened from 72 feet to 84 feet to accommodate the loop ramp traffic from east to south. The sidewalk is shifted from west side of the structure to the east side to remove interference with loop ramp traffic.

The present span arrangement, revised to accommodate the additional ramp lane, has longer spans than our earlier proposal. With these longer, unbalanced spans, the use of a concrete segmental post-tensioned structure is no longer feasible. Instead, we propose to use a constant depth welded steel plate girder bridge for this interchange utilizing A-588 weathering steel.

The preliminary cost for this structure including engineering and contingencies is $2,100,000.

We request your approval of our preliminary plans.

TDL:KAK:jrb

Enclosures

cc: ✓E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1
E. L. Hardt /w/ 1
A. C. Harwood /w/ 1
Cam Gilmour /w/ 1
Roger Trygstad /w/ 1

[illegible]

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILE

DATE: June 20, 1984

D R Adams

FROM: Donald R. Adams
Final Design Engineer

NOTED
H.S. COU

SUBJECT: Helvetia Road Interchange

Helvetia Road Intersection at the Sunset Highway has been the site of a large number of accidents over the past five years. It is because of the high hazard of this intersection that it became desirable to find some means to improve this section of highway. Traffic signals were investigated and determined to be unsatisfactory and an interchange was proposed. The interchange proposed was a diamond interchange that could be constructed within the existing right-of-way.

Detailed traffic analysis indicates that there will be significant turning movements in a southerly-easterly orientation. Projected Year 2003 traffic indicates the need for a loop ramp for traffic traveling from east to south through this interchange. The inclusion of a loop ramp will require additional right-of-way acquisition. In order to expedite a solution to the high-hazard intersection, it was decided to stage-construct an interchange at this intersection. The first stage will be to construct a diamond interchange within the existing right-of-way. This will allow construction to begin this summer. The structure for the interchange will be designed to accommodate the final stage construction.

The second stage will improve the vertical alignment of Helvetia Road over the freeway and will provide a loop ramp for the east to south movement. This will improve the efficiency of the interchange and improve the operational characteristics to a satisfactory level of service. This second stage will require additional rights-of-way for these modifications.

The time frame for project approval and right-of-way acquisition will be several years. Thus, the construction of the diamond interchange at this time will have a significant benefit in the near future and alleviation of the severe accident record.

DRA:ja

cc E. S. Hunter
Ed Hardt
Walt Hart
J. B. Boyd
Cam Gilmour
Glenn Hossner - FHWA

NOTED
E. S. HUN

To Coulter
for info

RECEIVED
STATE HWY ENGR
JUN 22 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

9134

STATE OF OREGON **INTEROFFICE MEMO**

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: June 20, 1984

FROM: J. H. Versteeg
Road Design Engineer

NOTED
H.S.COULTER

SUBJECT: Stage Construction
Helvetia Road Interchange
Sunset Highway

Recently Coulter requested that we review the Helvetia Road Interchange project to determine if the construction of the project could be expedited. We are proposing to stage construct the detour and the bridge end embankment on the following very tight schedule:

copy
#7876

1. Design approval by July 10, 1984.
2. PS&E by July 11, 1984, release ad: July 12, 1984.
3. Two-week ad open bids July 26, award July 27, 1984.
4. 60 calendar day completion on September 28, 1984.

A plan for this $484,000 first stage construction is attached for your review. We would plan to open bids on stage two September 27, 1984 for the remaining work which includes all grading, paving, structures and signing. It is intended that the total project be completed in the fall of 1985.

Because of unforeseen delay in project clearances, it may not be possible to contract stage one. If so, there will be very little time lost as we would then intend to open bids on the complete project on September 27, 1984.

JHV:bn

Atchs.

cc: Don Adams

6-21-84
Scott - for info.
ESH

RECEIVED
STATE HWY ENGR
JUN 20 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

81-125-1387

Contains Recycled Materials

97-1

ROAD DESIGN-HIGHWAY　　　　DES 16

Jim McClure
Project Development Engineer

June 13, 1984

Donald R. Adams, P.E.
Final Design Engineer

Guardrail Treatment
Helvetia Interchange Section
Sunset Highway
Washington County

In response to your letter of May 15, 1984 to Walt Hart regarding some details of the project design, we have the following comments:

Curbs and walk will be added from the structure ends to the ramp terminals with guardrail in back of the curb and sidewalk and flared appropriately.

Guardrail connections to the structure will be included in the structure design, which has 3-tube railing on the walk side and two-tube railing opposite.

Interim striping will be 16-foot median, 16-foot travel lanes and 12-foot shoulders.

We have examined the ramp terminals and median for the effect of interstate semitrailer truck turning movements and altered the inside ramp radii to accommodate this traffic.

The vertical sight distance for Helvetia Road, current design - 6% grades, w/780-foot vertical curve, provides 45 MPH sight distance to AASHTO standards. Right of way constraints would not permit flatter grades or raising the whole interchange to allow an appreciably longer vertical curve.

DRA:FE:mg

cc: Ed Hardt ok
　　Walt Hart mG

RECEIVED
JUN 15 1984
ROAD DESIGN SECTION

1 Versteeg ✓
Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

Do [illegible]
Return [illegible]
Bring up [illegible]
Action

JON 21-4
Sunsett

STATE OF OREGON INTEROFFICE MEMO

TO: H. S. COULTER
State Highway Engineer

DATE: June 7, 1984

FROM: EDWARD L. HARDT
Metro Region Engineer

Edward L Hardt

SUBJECT: Helvetia Road Monthly Status Report

NOTED
H.S.COULTER

copy
#9876

This is the monthly report for progress on the development of the Helvetia Road project. The environmental assessment is printed and out for review. This starts the clock on the count down for the finding of no significant impact (FONSI), which in turn leads to Federal approval of the project.

With respect to design, the Design Section is considering an option where the project would be let under two separate contracts. The first would be for paving of the detour road and construction of the embankments for the structure. The second contract would be for everything else. The advantage of this is that it might be possible to have a month or six weeks of construction season yet this summer for construction of the embankments. The current overall schedule is for opening of bids for the contract September 27, which means that unless the embankment work is expedited under the separate contract concept, this work would have to be done in mid-October and November under questionable weather conditions. The limiting factor is the approval date of the FONSI which triggers Federal participation in the project. It's anticipated under the current schedule that this will occur in mid-July, which would mean a mid-August bid opening. If this schedule holds up, we would then gain about six weeks of construction time in the end of August and September for the embankment work. A final decision on whether to go with one contract or two has not yet been made.

The design of the overall project, both grading work and bridge work, is on schedule for a September 27 bid opening. The closer we get to that date, the better it looks.

RECEIVED
ASST STATE HWY ENGR
JUN 7 '84
REFER TO

ELH/cp/sy
cc: Fred Miller
Hal Versteeg
Walt Hart
Cam Gilmour
Jef Kaiser

81-125-1387

GENERAL FILES

[illegible] 3124

May 16, 1984

Bill Lattin
Vice President and General Manager
Systems Group
Intel Corporation
5200 NE Elam Young Parkway
Hillsboro, OR 97123

PRO

We are moving rapidly toward contracting the Helvetia Road Interchange on the Sunset Highway this fall. The field work has been completed, and the design of the roadway and bridge is currently ahead of schedule for contracting in September 1984.

Our plans call for construction of the necessary detours in October 1984 so traffic can be placed on the detours allowing for bridge construction to start in December. The construction of the bridge is expected to take eight months and is the control on completion of the project.

Due to the soil in the area, the construction of the embankment should be done primarily during the summer with the paving completed the end of summer when the bridge is completed. It does not appear to be practical to "turn some dirt" earlier than that date.

By placing additional emphasis and fast tracking the work, we are consolidating a normal developmental period of three to five years into eight months to bring this project to contract this year.

Because of the high interest in the project, it may be appropriate to start the project with a ground-breaking ceremony when the project is contracted. Ground-breaking ceremonies on the I-205 Freeway and other major projects have been very well received and have provided an opportunity for all those interested to celebrate the success of their efforts. The effort on the I-205 Freeway included the Governor and the Commission Chairman operating a large dozer. If such a ceremony is desirable, we could provide invitations to you and Washington County officials to "kick off" this improvement which will benefit the area so significantly.

cc Hunter [illegible]

Fred D. Miller
Director

cc Gerry Thompson

bc H. S. Coulter E. L. Hardt
R. N. Bothman George Bell

RNB:lks fn

Bob.
This schedule is consistent with Ed Hare although aware of independency. If you want to discuss call Fred or I @ 86558

To:

From:

Subject: Helvetia Road Interchange Section
Sunset Highway
Washington County

We antisipate a construction schedule for this interchange as follows:

1. Open bids on September 27, 1984.

2. Contractor begins work in early October on construction of detour. Traffic placed on detour and bridge construction started about December 1, 1984. Bridge construction expected to take 6 to 8 months.

3. Interchange embankment construction continuing thru spring, as weather permits, to completion during the summer with paving completed by Fall.

4. Interchange opened to traffic in fall 1985.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:
DES 23
9722

May 8, 1984

RECEIVED
TECHNICAL SERVICES
MAY 10 '84
REFER TO
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Helvetia Road Undercrossing
Helvetia Road Interchange Section
Sunset Highway
BR 9722

Enclosed are two reduced prints of Drawings 39319 and 39306 which are the preliminary plan and elevation and vicinity map for the subject structure. The foundation report will be sent when it becomes available. Preliminary investigation indicates the structure should be founded on precast concrete piling.

The structure width provides for four 12-foot lanes, a 14-foot median, two 5-foot shoulders and a raised 6-foot sidewalk on the westerly side. The structure spans allow for the present four lanes of traffic on Sunset Highway with a provision for a future additional two lanes of traffic.

Because of the existing high volume, high speed traffic on Sunset Highway, our study was limited to prefabricated girder-type structures to minimize construction time, delay of traffic and safety. We propose a segmental concrete post-tensioned structure utilizing cantilevering cast-in-place concrete box girders in the median with dropped-in-place precast prestressed concrete beams. An alternate study utilizing a haunched welded steel plate girder was also made.

Since the cost difference in the above alternates is less than five percent, we propose to design and draw both alternates for the bid letting.

The preliminary cost for this structure including engineering and contingencies is $1,575,000 for the concrete alternate and $1,650,000 for the steel alternate.

We request your approval of our preliminary plans .

TDL:KAK:jrb
Enclosures
cc: ✓E. S. Hunter
Gary Potter
J. H. Versteeg /w/ 1
E. L. Hardt /w/ 2
A. C. Harwood, /w/ 1
Cam Gilmour /w/ 1
Roger Trygstad /w/ 1

Form 734-3122

[illegible]

CON 21-4
HSC
Sunset

STATE OF OREGON **INTEROFFICE MEMO**

PRO

TO: H. S. COULTER
State Highway Engineer

DATE: May 1, 1984

FROM: EDWARD L. HARDT Edward L. Hardt
Metro Region Engineer

SUBJECT: MONTHLY STATUS REPORT
HELVETIA ROAD INTERCHANGE
SUNSET HIGHWAY

This is the monthly status report for the Helvetia Road Interchange as of May 1.

copy # 9876

The environmental assessment process is nearing completion. It will be submitted for Highway administrative and FHWA approval from this office later this week (May 3 or 4). One possible glitch coming up is the fact that the Phase 2 archeological investigation is presently starting and there may be some historic significance to the intersection. Preliminary investigation indicates that there were, in times gone past, Indian and then later pioneer gatherings in this vicinity. We should know more about this shortly.

As far as project design, the project is in the Bridge and Road Design Sections now, the revisions to the preliminary design have been completed, and work on the contract plans is underway. Structure design is about 15% complete, the estimated project cost now stands at four million dollars.

All systems are still go for a September 27, 1984 bid opening.

ELH/cp
cc Fred Miller
Hal Versteeg
Walt Hart
Cam Gilmour
Jef Kaiser

RECEIVED
STATE HWY ENGR
MAY 3 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

81-125-1387

9731

STATE OF OREGON
Highway - Traffic

INTER-OFFICE MEMO
TRA 16-1

TO: H. S. Coulter
State Highway Engineer

DATE: April 26, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Helvita Road Interchange
Sunset Highway
Washington County
Proposed Illumination

We have reviewed the subject project for roadway illumination.

Helvita Road Interchange meets warrants for partial interchange illumination and we recommend that partial interchange illumination be installed as part of the project.

We request your approval to install illumination as recommended.

APPROVED
STATE HIGHWAY ENGINEER
DATE: 4/27/84

L. E. George
Traffic Engineer

VLT:dc

RECEIVED
STATE HWY ENGR
APR 27 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig George
cys Hunter
Bothman
Schwartz
Files
4-30

RECEIVED
ASST STATE HWY ENGR
APR 30 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5-3
c/ Potter

81-125-1387

Contains Recycled Materials

9734

+

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

April 17, 1984
IN REPLY REFER TO

HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon F-HES-27-2(12) - Helvetia Road Interchange
Sunset Highway - Washington County

I concur in the proposed deviation from AASHTO design standards for the shoulder width on this structure as defined in Mr. Adam's letter of April 11, 1984, to C. T. Christianson. The 2003 traffic projections are based on very ambitious land use changes and development plans.

Sincerely yours,

G.K. Hassner
for Dale E. Wilken
Division Administrator

cc:
OSHD (Gary Potter, Prgm Mgmt)

CC Adams
Hart
Christianson
4-24-84

RECEIVED
TECHNICAL SERVICES
APR 23 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
STATE HWY ENGR
APR 23 '84
REFER TO
Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

1934 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIS" "ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-27-2(12)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4-17-84

4. PROGRAM NO.
5. ITEM NO. 20031

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/17/84
8. FEDERAL ROUTE NUMBER Primary 27
9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Sunset Highway at Helvetia Road Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's letter of 4/10/84 contingent upon modification of project agreement if additional funds are required, this will confirm the advance approval date of 3/15/84 adding "Archeological salvage" to the character of proposed work and authorization to proceed at a TEC of $1,060, Federal Funds $934.39.

An approved copy of the Archeological authorization is returned herewith.

RECEIVED
STATE HWY ENGR
APR 30 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig 4/30

14. DATE 4/17/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. H
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

47

ROAD DESIGN-HIGHWAY DES 16

C. T. Christianson
FHWA

April 11, 1984

Donald R. Adams, P.E.
Final Design Engineer

Helvetia Interchange
Sunset Highway
Washington County

RECEIVED
APR 12 1984
ROAD DESIGN SECTION

Anderson
Adams
Edwards
Do Not File ☐
Return To
Bring Up
Action

Traffic projections for the year 2003 indicate that Helvetia Road will need four travel lanes plus left turn refuges for the interchange ramps and frontage roads. The existing road has two lanes.

We plan to construct a 72' curb-to-curb structure over the Sunset Highway. It will initially be utilized as a 16' lane in each direction, separated by a 16' median, with 12' outside shoulders. For design year traffic, when Helvetia Road has been widened to four lanes, we will utilize the 72' width as 2-12' lanes in each direction, a 14' median and 5' outside bikeway/shoulders.

The AASHTO Geometric Design Guide For Local Roads and Streets is normally used for design criteria on crossroads at interchanges. It specifies 8' shoulders for the volumes on Helvetia Road. The proposed 5' shoulders do not meet that requirement but we feel they are adequate. The road will be a multi-lane urban arterial by the time the shoulders are narrowed to 5'. Shy distances of 2' to 3' are commonly considered adequate on that type facility, but the 5' shoulder will also provide a minimum-width bikeway.

Your concurrence in proceeding on the basis outlined above is requested.

DRA:mg

cc: Walt Hart
E. L. Hardt
Cam Gilmour
mb 4/12 L. E. George

bc: Norman Mann

ROAD DESIGN SECTION 378-6558 DES 16

Tim Thex
Coordinating Engineer
Environmental Section

Date: April 10, 1984

Tom Edwards
Preliminary Design Supervisor

Noise Mitigation Cost Estimates
Helvetia Interchange Section
Sunset Highway
Washington County

1 Versteeg ✓
Anderson
2 Adams
Macnab
Edwards
Terpin
Trost
Wakerlig

RECEIVED
APR 11 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up / /
Action

Several alternatives were considered for the location of the BMR wall between the Sunset Highway and Meek Road. A wall along the R/W line on the south side of Meek Road may be objectionable to the property owners and would be ineffective because of the many accesses that would need to be provided. A wall on the north side of Meek Road would require a shoulder barrier with safety treatment at the ends of the wall. The footings would extended into the ditch line creating drainage and maintenance problems. These two alternatives would require a wall height of 14 feet.

A third alternative is a wall at the existing shoulder of the Sunset Highway. A wall at this location would allow a reduction in height to approximately 10 feet and provide better sound attenuation. The wall would need barrier protection, safety treatment at the ends of the wall and removal at some future time when the Sunset Highway is widened to six lanes, all of which contribute to high cost.

A fourth alternative is a wall at the future shoulder of a six lane Sunset Highway. Since the wall would set down the slope from the exising Sunset Highway shoulder some fill against the wall would be required to eliminate a maintenance and drainage problem. This wall also requires barrier protection and protection of the ends. Short stretches of shoulder wall on high speed highways in open country are not desirable but this would be the best of the four alternate locations.

BMR Wall (Alt. 4):

This 10 feet high, 1000 feet long wall with required fill and shoulder barrier would cost approximately $162,000 to construct or $162 per lineal foot.

BHA Wall:

Some trees and vegetation may have to be removed and a construction easement obtained to construct this wall. The cost of this 12 feet high, 400 feet long wall would be approximately $62,000 or $155 per lineal foot. A combination berm and wall would cost more because of the high cost of borrow material for the berm.

BT-1:

Some shrubs and trees would need to be removed and a construction easement obtained in order to construct this wall. The cost of an 8 feet high, 400 feet long concrete wall would be approximately $42,000 or $105 per lineal foot. A 6 feet high alternate would cost approximately $28,000 or $70 per lineal foot. The cost of an easement is not included.

BT-2 Wall:

The conditions that apply to the BT-1 Wall also apply to the BT-2 Wall. The cost of this 8 feet high, 650 feet long concrete wall would be approximately $69,000 or $106 per lineal foot. A 6 feet high alternate would cost approximately $46,000 or $70 per lineal foot.

Cost estimates for a less expensive "Artistic Fence" were obtained but the reliability of these figures is questionable. Using these figures for the BT-1 Wall 8 feet high and 400 feet long, the cost would be $19,950 or $50 per lineal foot. For a wall 6 feet high the cost would be $16,100 or $40 per lineal foot. The 650 feet long BT-2 Wall would cost $32,550 or $50 per lineal foot for the 8 feet high wall and $25,900 or $40 per lineal foot for the 6 feet high wall. No contracts to build this type of wall have been let so these prices have not been confirmed.

TE:rlr

4924

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 10, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

GINAL SIGNED BY
A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. F-HES-27-2(12)
Sunset Hwy. @ Helvetia Road Section
Sunset Highway
Washington County

I request approval of a program change to add archaeological salvage to the subject project.

It is understood yourapproval of the preceding request will result in authorization to proceed with the work. The estimated total cost is $1,060 with no additional obligation of federal funds at this time. Additional federal funds will be requested when and if the need arises to justify an increase in preliminary engineering expenditure. Reimbursement will be claimed on an actual cost basis.

I further request confirmation of Mr. Arnold's verbal authorization to proceed with work by the University of Oregon on March 15, 1984.

Enclosed are two copies of form "Archaeology Authorization" for your approval. Upon approval please return one approved copy.

JLG:bkb
Enc.

cc: Maxine Banks
General Files

STATE OF OREGON

INTEROFFICE MEMO

PRO

TO: H. S. COULTER
State Highway Engineer

DATE: April 3, 1984

FROM: Edward L Hardt
EDWARD L. HARDT
Metro Region Engineer

SUBJECT: MONTHLY REPORT
HELVETIA ROAD INTERCHANGE

NOTED
H. S. COULTER

This is the monthly report for progress on the project development for the Helvetia Road interchange on the Sunset Highway. The project's engineering design has been turned in to Frank Terpin's office and is now in Hal Versteeg's Preliminary Design Section. A vicinity map for bridge design has been submitted to the Bridge Section on March 28, which meets their schedule for start-up of their work.

The environmental assessment is out for study committee review and that document should be finalized in a week or so. We will be holding a public meeting this coming Thursday, April 5th, at the West Union School to explain the project to the citizenry and ask for comments and concerns. The results of that meeting will most likely tell us whether the environmental assessment which we are preparing will be adequate to address the impacts of the project.

A decision, which was documented in my earlier memo, made during the month of March changed the basic design from overpass to underpass. This change was requested by the Design Section. It will cause the project to cost more than originally estimated.

So far, our schedule is still holding up. The design we have requires no right-of-way, the environmental process is on track, and road and bridge design is underway. Since we will not have Federal design approval until the environmental work is completed, the design work presently going on is being done with State funding. We expect the project to be ready for PS&E by the end of September of this year.

ELH/cp
cc Fred Miller
Hal Versteeg
Walt Hart
Cam Gilmour
Jef Kaiser
Jim McClure

RECEIVED
STATE HWY ENGR
APR 4 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

81-125-1387

9934

STATE OF OREGON

INTEROFFICE MEMO

34-1950

TO: MEMO TO THE FILE

DATE: March 20, 1984

FROM: ORIGINAL SIGNED BY EDWARD L. HARDT

EDWARD L. HARDT
Metro Region Engineer

SUBJECT: HELVETIA ROAD INTERCHANGE DESIGN

1 Versteeg ✓
Anderson
Adams
Macnab
1✓ Edwards E
Turpin
Trout
Wakeling

RECEIVED
MAR 28 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

A meeting was held in the Milwaukie Region Office Friday afternoon, March 16, to discuss and resolve the question of whether the Helvetia Road interchange should be an overpass style (Sunset Highway over Helvetia Road) or an underpass style (Sunset Highway under Helvetia Road). Attending were Don Adams and Tom Edwards from the Design Section; Jim Butler from Traffic; Jim McClure, Curt Duval, Bob Schalk, John Stucky and I representing the Region Office. The meeting was necessary because the original concept, as envisioned by the design which we recently submitted to headquarters, had Helvetia Road going under the Sunset Highway, whereas the review by the design people indicated that they preferred the underpass design.

After thoroughly discussing both designs, the following information emerged. The advantages of the overpass (original design) are:

1. From $400,000 to $600,000 less costly, depending on whether the "Oregon standard" or ASHTO standard is used for the Sunset Highway vertical alignment, and whether or not the detouring plan, as proposed, would be acceptable.

8/24/14/24/8

78'

$350,000

2. Better operation at ramp terminals. We've recently built a number of underpass-type interchanges in this Region and usually there is a sight distance problem for the traffic at the ramp terminal. The bridge railing, and the fact that the oncoming traffic is coming over a "hump", causes this. This will probably be mitigated on the Helvetia design since it is planned to build a five-lane structure, but only operate it as a three-lane facility, which sets the railings back from the road more than normal. There still will be a problem with traffic at the ramp terminals having to start up an adverse grade and having to turn on an adverse super.

60'

6/16/16/16/6

3. Because of the 5% grades on the elevated structure, which will tend to be icy under some conditions, it is felt that the overpass design would operate under icy conditions more safely.

Advantages of the underpass design:

1. The design essentially leaves the Sunset Highway alone, whereas the overpass design requires barriers to protect traffic from the structure ends. On the other hand, the underpass probably would have a bridge column in the median, which would have to be protected with guardrail.

(over)

Tom
Walt. felt he would need your new design in two weeks for Br Design to meet Sch.

81-125-1307

2. The elevated crossroad concept helps traffic leaving and entering the highway, since it presents an uphill grade for the slowing vehicles and a downgrade for the accelerating ones.

3. The design can be constructed with less conflict with the high-speed Sunset Highway traffic.

4. It avoids the potential maintenance problem of settling fills and bumpy bridge ends on the highway. The problem transfers to the crossroad but, since the speeds are slower, it would be less of a problem.

5. Traffic on the Sunset Highway will have a longer opportunity to see vehicles entering from the crossroad, since they will be coming from a ramp above the highway rather than from a "hole".

After going through this discussion, my observation was that most of these advantages and disadvantages are, although real, very difficult to quantify. I still felt that the design, as originally proposed, is superior, but since the differences were hard to quantify, and since the people representing the Design Office insisted that the underpass was the proper solution, I acquiesced and we agreed to change the design to the underpass. I felt that since the function of the Design Office is to design highways, that in the case of a "tie" that their opinion should predominate.

The Design Office will make the necessary changes, which should not affect the overall schedule for the project, since the environmental work is on the critical path, as opposed to the design work. This change will require an alteration in the noise study report, but the environmental people will go ahead with the review of the environmental assessment and let the noise report catch up as best it can.

ELH/sly/cp
cc Fred Miller
Scott Coulter
Ed Hunter
Hal Versteeg
Walt Hart
Cam Gilmour
Jim McClure
Bob Schalk

t

STATE OF OREGON

INTEROFFICE MEMO

37-1474

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: SCOTT COULTER
State Highway Engineer

DATE: March 9, 1984

FROM: EDWARD L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: HELVETIA ROAD INTERCHANGE
PROGRESS REPORT

NOTED
H. S. COULTER

This monthly report on the progress of the development of the Helvetia Road interchange project has been deliberately delayed because of the very significant discussion which occurred on March 5 between Cam Gilmour, Cliff Christianson, and members of my staff. The environmental investigation of the project to date was revealing that there could be significant land use implications with the construction of the interchange. The concern was that if it was agreed that the interchange would accelerate growth in the area, that this might be a reason to change the environmental classification from that requiring an assessment to an environmental impact statement. Since this change would have a drastic effect on the schedule, I chose to delay this report until that issue was resolved. After an afternoon of discussion leading to a decision, then reconsideration overnight and further discussions by telephone, the conclusion was that we would stay with an environmental assessment. The schedule which we have developed, then, is still valid.

Now, to the progress of the project. The draft assessment preparation is well along and should be released late this month. Cam Gilmour has said that he will expedite the study review process. The engineering design for the project was submitted to the Location Section in Salem on March 1. The Region Geology Section is preparing to complete the soil sampling and testing for structures for determination of the strength of the native soil. The current estimated cost for the project is $3.5 million, which conforms very closely to our preliminary estimate. We are planning a citizens' meeting to advise interested people of the project. This will be held on April 5 at the West Union School.

We detect, via several telephone calls, that there is some question in the design room as to whether the basic interchange design that we have worked up is appropriate. Our design elevates the Sunset Highway about 8 feet above the present grade and depresses the Helvetia Road sufficiently to pass under the structures. This design was selected because our analysis indicated that it could be built for about $3.5 million, whereas the more conventional crossroad-elevated design was estimated at $5 million. By copy of this letter I would like Hal Versteeg to be aware of the commitments that we have made to have this project to contract by the end of September of this year, and request that he expedite his review of the design so that the schedule can be met.

(over)

We still believe with good cooperation from the various sections in Salem who have or soon will have the project that the PS&E date of September 30 * or earlier can be met. This will require that most of the design engineering work will have to be done using State-only funds as Federal design approval will not occur for sometime yet. I discussed this with Gary Potter and determined that this should not be a major problem, since he anticipates we will use all the primary funds available to us whether or not we use them on this design work.

A word to Mr. Miller about the discussion about the Helvetia project at the Governor's briefing in February. There was a concern that Ted Spence was clear on the schedule for the project. The confusion about dates tracks back to the fact that we sometimes interchangeably discuss schedules in terms of either the State fiscal year, the Federal fiscal year, or the calendar year. In the case of the Helvetia Road project, it is shown in the Six-Year Program to be funded during State fiscal 1985 and so when asked that was the basis for Ted's response, that it is a 1985 project. It is our intent to have it to PS&E in Federal fiscal 1984; also, obviously, calendar 1984. Ted is used to dealing in State fiscal year when talking about the program, so as far as he's concerned, it's a 1985 project. Mr. Miller is under the impression, correctly so, that it our intent to have it to contract* on or before the end of September 1984. So when he heard Ted say 1985 he obviously wondered if Ted was talking about the same project. He was.

In summary, the project is still on schedule. The design work is now in your building, the environmental statement is about to be released for Environmental Section's review, and if Mr. Versteeg and Mr. Hart will give the project top priority, we should be able to keep it on schedule.

ELH/gw/cp
cc Fred Miller
Gary Potter
Hal Versteeg
Walt Hart
Jim McClure
Jef Kaiser

* contract date is usually at least a month after PS&E, — These two statements seem to contradict each other

t

CON

H. S. Coulter
E. L. Hardt
Ted Spence

February 29, 1984

Fred D. Miller
Director

Helvetia project

As Ted was sailing smoothly along in his presentation to the Governor, he may have tripped on the Helvetia project.

As it stands, there are lots of assurances that we will do all we can to complete the project this year. Also, Hardt's last comment was that it does not appear that we will need right-of-way. If we do need right-of-way, we should ask Intel to help acquire it for us.

Given the high level of interest in the Governor's Office, let me know if right-of-way is required so that we can discuss where to go from here. I should have a memo from Ed which I can send to Gerry Thompson since I am sure she is now curious about the situation.

FDM:fn

9934

STATE OF OREGON

INTEROFFICE MEMO

PRO

RECEIVED
DOT DIRECTOR
FEB 3 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: H. S. COULTER
State Highway Engineer

DATE: February 1, 1984

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: STATUS REPORT
HELVETIA ROAD INTERCHANGE

Here is our status report for work done up-to-date on the development of the Helvetia Road Interchange project.

1. The cultural resource report is underway and is being done by the headquarters' environmental staff.

2. Traffic information and mapping has been submitted to the Salem Environmental Section for air quality and noise analysis.

3. Work is about to commence on writing the environmental assessment.

4. Drafting work on the base map continues. Drafting work on the preliminary interchange layout sheet is completed. The interchange layout sheet and a copy of the preliminary profiles have been submitted for review and approval.

5. Copies of the profile, X-sections with "First Draft" earthwork templates, and the interchange layout sheet with slope lines have been submitted to the Environmental Section.

6. Drafting work for structure design vicinity maps at the overcrossing structures and the box culvert were begun this week.

7. Computation of ties and transit notes for the interchange ramp legs have been completed and given to the survey crew.

8. The survey crew has completed ties to physical topography and property corners. Extension of X-sections on Helvetia Road and ties to existing drainage facilities are completed. Work on establishing interchange ramp centerlines and taking of X-sections on ramp lines was begun yesterday.

The project is still on schedule for a contracting date in late summer of 1984. Our schedule is predicated on the need for no right-of-way and so far our design continues to confirm this. In order to make this schedule, it will be necessary to do about six weeks' worth of design work in the summer with State-only dollars since we will have a gap between the end of the environmental assessment work and the Federal design approval date. In a casual conversation I had with Bob Hathaway of the Salem FHWA on January 31, he mentioned that his office would do all they could to expedite Federal approval of the project.

ELH/cp
cc Fred Miller
Curt Duval
Jef Kaiser
Jim McClure
Gary Potter

growth for ABC.

New interchange product of corporate, pub

The insider

By Steve Finegan
Managing Editor

Intel Corp. would just as soon let a citizen's group take the credit for solving a major safety issue surrounding access to the company's Jones Farm facility.

But no doubt economic development considerations played a significant role in pushing the state Department of Transportation's Highway Division into approving a $3.5 million interchange for the intersection of Helvetia Road and Sunset Highway.

Caroline Goodall, who helped organize citizen support for [illegible] interchange, says there is wide-spread concern over the safety of crossing the busy freeway during rush hour. There have been injury accidents and near misses due to poor visibility and sheer traffic volume, she says.

Fortunately for Goodall's group, their concerns just happened to mesh with those of giant Intel, which has some 700 to 800 employees commuting to Jones Farm every day. And the Helvetia intersection is a major feed to that plant, says George Drumbor, community affairs director.

Intel, on the other hand, was the beneficiary of Goodall's timing. She had contacted Ed Hardt, the highway division's metro region engineer, just as he was organizing a series of public hearings last fall to determine which highway projects should have priority during the next six years. This statewide series of meetings is held once every two years.

"By the time these hearing had begun," says Drumbor, "we (Intel) hadn't been involved in the political process." Meaning: the company hadn't been working with Hillsboro and Washington Country planning people nor the highway division to have the new interchange built.

But when the citizen's group appeared at the hearings arguing safety, Drumbor says Intel fell in line behind them, conceding how could a company argue more effectively for a safety measure than a concerned mother?

"Theirs was an emotional, well-presented case," he says. "I didn't testify, except to add the economic development implications."

For its part, the highway division had its own concerns about the intersection, considering it one of the worst hazards in the county, says Drumbor.

Yet the economic development element was significant. The Intel spokesman says that the political consensus-gathering process is often too slow for high-technology development. Capital has to be fed in line with emerging market opportunities.

To Intel, that meant that the intersection wasn't a worry until the recession began to ebb. In the fall of 1982, there were

NOTED
H. S. COULTER

9934

observes, noting that

change product of corporate, public interests

tizen's group take
e surrounding ac-
ty.
nsiderations play-
te Department of
approving a $3.5
Helvetia Road and

citizen support for
pread concern over
during rush hour.
near misses due to
she says.
concerns just hap-
hich has some 700 to
every day. And the
o that plant, says
rector.
ficiary of Goodall's
highway division's

The insider

By Steve Finegan
Managing Editor

metro region engineer, just as he was organizing a series of public hearings last fall to determine which highway projects should have priority during the next six years. This statewide series of meetings is held once every two years.

"By the time these hearing had begun," says Drumbor, "we (Intel) hadn't been involved in the political process." Meaning: the company hadn't been working with Hillsboro and Washington Country planning people nor the highway division to have the new interchange built.

But when the citizen's group appeared at the hearings arguing safety, Drumbor says Intel fell in line behind them, conceding how could a company argue more effectively for a safety measure than a concerned mother?

"Theirs was an emotional, well-presented case," he says. "I didn't testify, except to add the economic development implications."

For its part, the highway division had its own concerns about the intersection, considering it one of the worst hazards in the county, says Drumbor.

Yet the economic development element was significant. The Intel spokesman says that the political consensus-gathering process is often too slow for high-technology development. Capital has to be fed in line with emerging market opportunities.

To Intel, that meant that the intersection wasn't a worry until the recession began to ebb. In the fall of 1982, there were only about 100 employees at Jones Farm. Now, that 165,000-square-foot facility is running at near capacity, as orders for semiconductors and other related products soars.

"We are rapidly running into capacity and crunch problems," says Drumbor.

The firm occupies two roughly 150,000- to 175,000-square-foot structures at Hawthorne Farm in Hillsboro and has been forced recently to move into trailers on the site of a proposed third building, which is scheduled for construction this spring.

In the meantime, Intel will be moving employees into two 40,000-square-foot buildings in the adjacent Hawthorne Farm Industrial Park. The first move will take place in February and the next sometime this summer.

In regards to the quick Highway Division OK of the new interchange, a recent article in the Hillsboro Argus asks. "Who says citizens can't have an effect on government?"

Well, it doesn't hurt to have one of the largest semiconductor manufacturers in the world pulling for you in the process.

NOTED
H. S. COULTER

rll

U. S. DEPARTMENT OF TRANSPOR[illegible]ON
FEDERAL HIGHWAY ADMINIST[illegible]TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-HES-27-2(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-12-84

4. PROGRAM NO.

5. ITEM NO. 20031

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/12/84

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Sunset Highway at Helvetia Road Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒X OTHER *(Specify)* See Below

RECEIVED
STATE HWY ENGR
JAN 16 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
1/16

13. REMARKS

As requested by Mr. Potter's letter of 1/6/84 I approve the program change as follows:

1. Project No.: Change to read "F-HES-27-2(12)".
2. Appn Code: Add "010".
3. Class of Federal Funds: Change to read "--- & Consolidated Primary".

Based on the above program change and the project environmental classification, classified as Class III, authorization for PE is now limited to that PE necessary for adoption of the FONSI.

Also, as requested in Mr. Potter's letter of 1/6/84 I approve the revised Preliminary Engineering Costs to a TEC of $65,000 Federal Funds $57,494.

(Increase TEC $54,400 Federal Funds $47,954 Appn Code 010)

14. DATE 1/12/84

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO
PRO

TO: FRED MILLER
ODOT Director

DATE: January 12, 1984

FROM: Edward L Hardt
EDWARD L. HARDT
Metro Region Engineer

SUBJECT: SIX-YEAR PROGRAM

I've attached a copy of a news article from the Hillsboro Argus about the Helvetia interchange and the Highway Division's Six-Year Program. I found it interesting reading about how the public perceives our six-year process. Looks like maybe we (the Division) did something right once.

ELH/cp
cc H. S. Coulter w/attachment
George Bell "

orig - Gerry Thompson
1-16-84

Gerry - an attached news article you could glance at and discard.
Fred

RECEIVED
DOT DIRECTOR
JAN 13 '84
REFER TO
FOR

CC HARDT

Through citizens' efforts . . .

Interchange approv

By JOYCE KERLEY
Argus Staff Writer

Who says citizens can't have an effect on government?

Thanks to a group of concerned citizens, the intersection of Helvetia Road and Sunset Highway will soon have a new $3.5 million interchange.

Current plans call for the the state highway division to dig a hole for Helvetia Road and elevate Sunset Highway about five feet. When the interchange is completed, Helvetia Road will go underneath Sunset Highway.

Citizens and highway officials say the result will make the intersection a lot safer.

The new intersection already is in the planning stages, and planning officials say they expect to let bids by September 1984. With luck the entire project may be completed by the fall of 1985.

HIGHWAY OFFICIALS say construction will cause some inconvenience for motorists on the Sunset Highway when the highway is narrowed for construction. But the final result will be worth the short-

DIVIDED
HIGHWAY
Helvetia Rd.

School Dis
hearing or
the interch
The "tes
fluence"
transporta
says.

Commis
numerous
cess to bu
that affect
people, Ha

But the
Sunset H
different.

Hardt sa

JOSEP
told how h
the interse
touching u
Hardt says

Transp
hearings
because
member
is at each
Brix of Po
and was
testimony
knowledg

HARDT

ugh citizens' efforts...

nterchange approved

CE KERLEY
Staff Writer

izens can't have an ment?

group of concerned ersection of Helvetia et Highway will soon million interchange.

call for the the state n to dig a hole for and elevate Sunset five feet. When the completed, Helvetia underneath Sunset

highway officials say ake the intersection a

rsection already is in tages, and planning y expect to let bids by With luck the entire completed by the fall

OFFICIALS say con- cause some in- r motorists on the when the highway is construction. But the be worth the short-

DIVIDED
HIGHWAY
Helvetia Rd.

School District, gave testimony at the hearing or wrote letters in support of the interchange.

The testimony "was a big influence" on members of the state transportation commission, Hardt says.

Commission hearings involve numerous requests for highway access to businesses or other matters that affect the economic well-being of people, Hardt says.

But the testimony for the Helvetia-Sunset Highway interchange was different. It concerned public safety.

Hardt says he was very impressed.

JOSEPH SOLANO, a citizen who told how his father had been killed at the intersection, gave a particularly touching and effective testimony, Hardt says.

Transportation department hearings are especially important, because one member of the five-member transportation commission is at each hearing. In this case, Peter Brix of Portland attended the hearing and was able to evaluate the testimony in light of his own knowledge of the interchange.

CC HARDT

Through citizens' efforts . . .

Interchange approv

By JOYCE KERLEY
Argus Staff Writer

Who says citizens can't have an effect on government?

Thanks to a group of concerned citizens, the intersection of Helvetia Road and Sunset Highway will soon have a new $3.5 million interchange.

Current plans call for the the state highway division to dig a hole for Helvetia Road and elevate Sunset Highway about five feet. When the interchange is completed, Helvetia Road will go underneath Sunset Highway.

Citizens and highway officials say the result will make the intersection a lot safer.

The new intersection already is in the planning stages, and planning officials say they expect to let bids by September 1984. With luck the entire project may be completed by the fall of 1985.

HIGHWAY OFFICIALS say construction will cause some inconvenience for motorists on the Sunset Highway when the highway is narrowed for construction. But the final result will be worth the short-term hassles.

Caroline Goodall, one of two women who helped organize citizen support for the interchange, says she became concerned about the intersection after her friend Linda deBoer had an accident there.

It's very difficult to see across the highway, especially during rush hours when traffic piles up, Goodall says, and adds that Helvetia Road is the first intersection out of Portland which doesn't have an interchange.

Goodall says she has seen several near misses at the intersection, but didn't take action until an accident April 28 involving deBoer and deBoer's son Ian.

GOODALL says the accident, which knocked Ian unconscious, wasn't anyone's fault. It was the fault of the intersection. Fortunately no one was permanently injured.

But following the accident, deBoer and Goodall joined forces and talked with other neighbors.

DeBoer calls the outcome a "spontaneous outpouring of concern" for public safety which came from public officials as well as from private citizens.

Public officials who weren't in a position to act on the matter referred the women to other officials.

The process has taught me "what's right with our society," deBoer says.

DIVIDED
HIGHWAY
Helvetia Rd

Caroline Goodall (left) and Linda de Boer inspect the site of a new interchange on Sunset Highway.

She says she was particuarly impressed with the concern of neighbors for other neighbors, and the "mentality of the community" which firmly believed that change was possible."

DeBoer says she also learned that "government does have channels for input," and that it's possible for citizens to find them[illegible]

In the process of contacting government agencies about the highway safety problem, deBoer and Goodall reached Ed Hardt, metro region engineer with the Oregon State Highway Division.

Their timing was excellent.

Hardt was then in the process of organizing a series of public hearings to determine which highway projects should have priority during the next six years. The statewide series of meetings is held once every two years.

THERE WAS just time for deBoer and Goodall to organize neighbors to testify at a Beaverton hearing in September.

In all, about 20 people, including a representative of the West [illegible]

School Di
hearing o
the interc
The "te
fluence"
transport
says.
Comm
numerous
cess to b
that affec
people, H
But the
Sunset H
different.
Hardt s
JOSEP
told how h
the inters
touching
Hardt say
Transp
hearings
because
member
is at each
Brix of P
and was
testimony
knowledg
As test
Hardt say
how much
Citizen
played a
transport
to fund the
In fact,
probably
without it.
The inte
rate and
for a traffi
BUT A
seem like
Helvetia
tersection
traffic on
Highway.
number o
says.
Unfortu
expensive
projects
funds, ap
seemed un
Until the
involved.
Goodall
delighted
interchang
"The sy
Goodall sa
an import
ment.

HARDT

ugh citizens' efforts . . .

nterchange approved

YCE KERLEY
Staff Writer

tizens can't have an nment?

group of concerned tersection of Helvetia et Highway will soon million interchange.

call for the the state on to dig a hole for and elevate Sunset five feet. When the completed, Helvetia underneath Sunset

highway officials say nake the intersection a

rsection already is in stages, and planning ey expect to let bids by 1. With luck the entire completed by the fall

OFFICIALS say con- l cause some in- or motorists on the y when the highway is construction. But the l be worth the short-

dall, one of two women ganize citizen support nge, says she became t the intersection after da deBoer had an ac-

icult to see across the ially during rush hours les up, Goodall says, Helvetia Road is the ion out of Portland ave an interchange.

she has seen several the intersection, but ion until an accident volving deBoer and n.

ys the accident, which unconscious, wasn't It was the fault of the ortunately no one was jured.

the accident, deBoer ined forces and talked hbors.

is the "outcome a outpouring of concern" ty which came from as well as from private

als who weren't in a on the matter referred ther officials.

has taught me "what's right with our society," deBoer says.

DIVIDED
HIGHWAY
Helvetia Rd

Caroline Goodall (left) and Linda de Boer inspect the site of a new interchange on Sunset Highway.

She says she was particularly impressed with the concern of neighbors for other neighbors, and the "mentality of the community" which firmly believed that change was possible."

DeBoer says she also learned that "government does have channels for input," and that it's possible for citizens to find them.

In the process of contacting government agencies about the highway safety problem, deBoer and Goodall reached Ed Hardt, metro region engineer with the Oregon State Highway Division.

Their timing was excellent.

Hardt was then in the process of organizing a series of public hearings to determine which highway projects should have priority during the next six years. The statewide series of meetings is held once every two years.

THERE WAS just time for deBoer and Goodall to organize neighbors to testify at a Beaverton hearing in September.

In all, about 20 people, including a representative of the West Union School District, gave testimony at the hearing or wrote letters in support of the interchange.

The testimony "was a big influence" on members of the state transportation commission, Hardt says.

Commission hearings involve numerous requests for highway access to businesses or other matters that affect the economic well-being of people, Hardt says.

But the testimony for the Helvetia Sunset Highway interchange was different. It concerned public safety.

Hardt says he was very impressed.

JOSEPH SOLANO, a citizen who told how his father had been killed at the intersection, gave a particularly touching and effective testimony, Hardt says.

Transportation department hearings are especially important, because one member of the five-member transportation commission is at each hearing. In this case, Peter Brix of Portland attended the hearing and was able to evaluate the testimony in light of his own knowledge of the interchange.

As testimony piled on testimony, Hardt says Brix turned and asked him how much an interchange would cost.

Citizen testimony apparently played a crucial role in the final transportation commission decision to fund the interchange.

In fact, Hardt says the interchange probably wouldn't have been funded without it.

The intersection has a high accident rate and would easily have qualified for a traffic signal, Hardt says.

BUT A TRAFFIC signal didn't seem like the best solution for the Helvetia Road-Sunset Highway intersection because it would stop traffic on the fast-moving Sunset Highway. That might increase the number of rear-end collisions, Hardt says.

Unfortunately, an interchange is an expensive solution. With so many projects calling out for highway funds, approval for an interchange seemed unlikely, Hardt says.

Until the Helvetia neighborhood got involved.

Goodall and deBoer say they are delighted with the decision to fund the interchange.

"The system really does work," Goodall says. Citizens really can have an important effect on their government.

9931

+

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 6, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20031
Project No. HES-27-2(12)
Sunset Hwy. @ Helvetia Rd. Section
Sunset Highway
Washington County

I request approval of a program change to joint fund the subject project with Consolidated Primary Funds requiring revision as follows:

1. Project No.: Change to read "F-HES-27-2(12)".
2. Appn Code: Add "010".
3. Class of Federal Funds: Change to read "--- & Consolidated Primary".
4. Estimated Project Cost by Phases: Change to PE phase to read ---

Appn Code	TEC	FF	STATE	%
010	$ 110,400	$ 97,318	$ 13,082	88.15
141	10,600	9,540	1,060	90
TOTAL	$ 121,000	$ 106,858	$ 14,142	

The reason for this request is that as the result of much study and review a left turn lane was constructed as an interim measure and the PE scope of work increased to provide PS&E for a diamond interchange.

Also, I request an increase of $54,400 in total cost through a FONSI with additional obligation of $47,954 in Federal funds based on the attached tabulation.

JLG:bkb
Attachment
cc: F.E. Terpin
L.E. George
General Files

Form 734-3122

9524

t

JANE CEASE
MULTNOMAH COUNTY
DISTRICT 18

REPLY TO ADDRESS INDICATED
☐ House of Representatives
Salem, Oregon 97310

COMMITTEES
Chairperson
Transportation
Member
Agriculture and Natural Resources
Intergovernmental Affairs

HOUSE OF REPRESENTATIVES
SALEM, OREGON
97310

January 5, 1984

Mr. Bert Shafer
4144 SW Hewett Blvd .
Portland, Oregon 97221

Copy
KES 5
file
Studded

Dear Mr. Shafer:

Thanks for your letter of November 25. Sorry for the delay but I have staff only three days a month between sessions. In addition I was out of town before Christmas so I got even further behind than usual.

Many thanks for your support of a ban on studded tires. I wish I could convince the Commission to ban them all together. If they won't do that, they can at least reduce the time allowed in Western Oregon by setting the season from December 1 to February 15th instead of the current 6 months between November 1 and April 30. They are seriously considering this kind of change.

I first heard about the proposed Helvetia interchange when I attended meetings on the Highway Division's proposed 6-year program. The people who testified lived or worked near there and expressed many fears about safety at the intersection. I recall that they mentioned a number of accidents with injuries and, I believe, one fatal accident. It's my understanding that the interchange will be constructed with monies from a federal fund earmarked especially for traffic safety and used at places similar to the Helvetia intersection where there are significant safety problems.

Thanks once again for sharing your ideas. It helps me to hear from people about their concerns.

Sincerely,

Jane Cease

Jane Cease

1/17
cy Miller
Commissioners
ASHE'S
[illegible] Stall
cc [illegible] 1/23

cy [illegible]
Al Hardt

RECEIVED
STATE HWY ENGR
JAN 9 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9934

GENERAL FILES

STATE OF OREGON

INTEROFFICE MEMO
CON 21

RECEIVED
STATE HWY ENGR
DEC 28 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: H. S. COULTER
State Highway Engineer

DATE: December 27, 1983

FROM: Edward L Hardt
EDWARD L. HARDT
Metro Region Engineer

SUBJECT: STATUS REPORT
HELVETIA ROAD INTERCHANGE

NOTED
H. S. COULTER

You asked for a monthly report on the status of the development of the Helvetia Road interchange project. This is the first.

I've attached a paper called Background Report which gives a little of the recent history of the project. Also attached is a memo from Jim McClure dated December 14---subject is Project Schedule. Included with that is a sheet showing the target schedule for the project.

Our target for contract is within the July-August-September quarter of calendar 1984. Two things are critical to making this schedule:

1) We will need to do about six weeks of final design (between June 1 and July 15) without Federal aid approval of the project, which means that we'll be doing it with State-only dollars.

2) The schedule is predicated on the assumption that no right-of-way is needed for the project. When the highway was originally constructed, right-of-way was purchased for an eventual interchange. So far, our design confirms this. We do not believe right-of-way will be necessary.

With respect to the six weeks of State-funded final design, I've discussed this with Gary Potter and we agreed that in May he would review the status of Federal FY 84 primary dollars to determine if it will be necessary to fund the project within that Federal fiscal year. At that point, we'll decide whether we need to proceed with State dollars for the final design, or delay the project and wait for Federal approval of the final design.

We are currently on schedule with the work that is underway. The Environmental Assessment work has just commenced and we are well into the preliminary engineering design. I've attached a copy of a December 19 report from Location Manager Curt Duval giving you an idea of the work that is currently underway. For your information, attached to Curt's report is a project schedule for the preliminary engineering activities, which gives you a breakdown of the things that will be done as part of the field engineering.

(over)

In summary, we are shooting for a bid advertisement in September of 1984. Admittedly, we are only in the first month of the schedule, but so far it looks like we'll be able to make that target.

ELH/gw/cp
cc Fred Miller w/attachments
Jim McClure "
Curt Duval "
Jef Kaiser "
Gary Potter "

HELVETIA ROAD INTERCHANGE
SUNSET HIGHWAY
BACKGROUND REPORT

Work on the Helvetia Road intersection with the Sunset Highway started in the Metro Region office in the summer of 1982 when it appeared on the statewide prioritized listing for traffic signals. It became apparent early on that a traffic signal at this location might not be the best solution to the accident problem that had developed there. Because of this, we undertook an origin/destination survey of the users of the intersection to determine if it would be possible to close some of the traffic movements there to minimize the safety problem. This was done around Labor Day of 1982. The results of this study indicated that because of the great out-of-direction travel that closures would require, that this solution most likely would not be acceptable.

At this point we went deeper into a study to determine if other at-grade solutions were workable. We looked at concepts whereby the left-turning vehicles would be sent beyond the intersection, make a U-turn in the center portion of the highway, and then approach Helvetia Road from the right-hand lane, thus eliminating the left turn across opposing traffic. This, also, was dropped because of the long out-of-direction travel it would require. We also looked at a concept where we would close the left-turn lanes and, instead, would require the left-turning vehicles to exit to the right, loop around and cross the highway on Helvetia Road. This was dropped because it meant that the left-turning traffic would have to cross four lanes of traffic instead of two.

Meetings were held with the Region office staff and Headquarters traffic engineering people to discuss these alternatives and to determine if there were any others short of an interchange to solve the problem. When none became apparent, it was decided that we should see if funding could be found for an interchange. Several preliminary designs were run and the preferred one, which is a concept where the Sunset Highway would be taken over Helvetia Road, which would be depressed into the ground, was selected. This is currently estimated to cost about $3 million. Because of the accident record at the interchange, the traffic engineering section has indicated that they could justify spending $800,000 of Federal safety money towards the improvement. The balance would have to be funded with Federal Aid primary dollars.

We received a great deal of testimony in support of an interchange project through the Six-Year meeting process. This testimony was not solicited by this office. We heard from about 20 citizens, who expressed a concern for the safety of school buses and motorists, in general, trying to cross the highway at this point. We also heard from the local school district, from Washington County, and from the Washington County Traffic Safety Committee, all in favor of an interchange. Primarily, because of these requests, and also because of support from the Region office, the project has been added to the Six-Year Program, to be funded in fiscal 1985. We have set a target to have the project ready for advertisement for a contract (PS&E) during the July-August-September period of 1984.

We've also had requests about the status of the project from the Intel Corporation. They have three plants in or near Hillsboro, whose employees would use the Helvetia intersection (or interchange). They have plans for considerable expansion over the next several years and are concerned that the Highway Division improve the intersection. There has been some discussion that Intel would provide some of the local match for the project, but so far that's still in the talking stages. I've attached a copy of a memo from Washington County about a meeting held in Hillsboro recently with Intel to discuss transportation problems in general in the area.

The Metro Region office is presently working up the field engineering and environmental work for the Helvetia interchange and we intend to adhere to the schedule, which is attached, for the project.

Attachment

STATE OF OREGON **INTEROFFICE MEMO**

TO: Edward L. Hardt
Metro Region Engineer

DATE: December 19, 1983

FROM: Curtis H. Duval
Location Manager

SUBJECT: Helvetia Road at Sunset Interchange
Status Report

OM MRE OE [illegible]
CSE [illegible]
[illegible] PA EM BUD LM

The project request was submitted the first week of December.

Preliminary geology, hydraulics, and utility reports have been submitted to the environmental section along with a sketch of the proposed interchange lay-out and a "First Draft" profile design.

Cross sections along Helvetia Road and the Sunset Highway are completed and plotted.

The survey crew has completed a traverse through the re-established centerlines and U.S.C.&G.S. triangulation stations in order to establish bearings and coordinates.

Current work being done by the survey crew is tying of physical topography, drainage profiles, and cross sections on the box culvert outfall.

Office work completed is plotting of original ground cross sections and profiles of Helvetia Road and Sunset Highway.

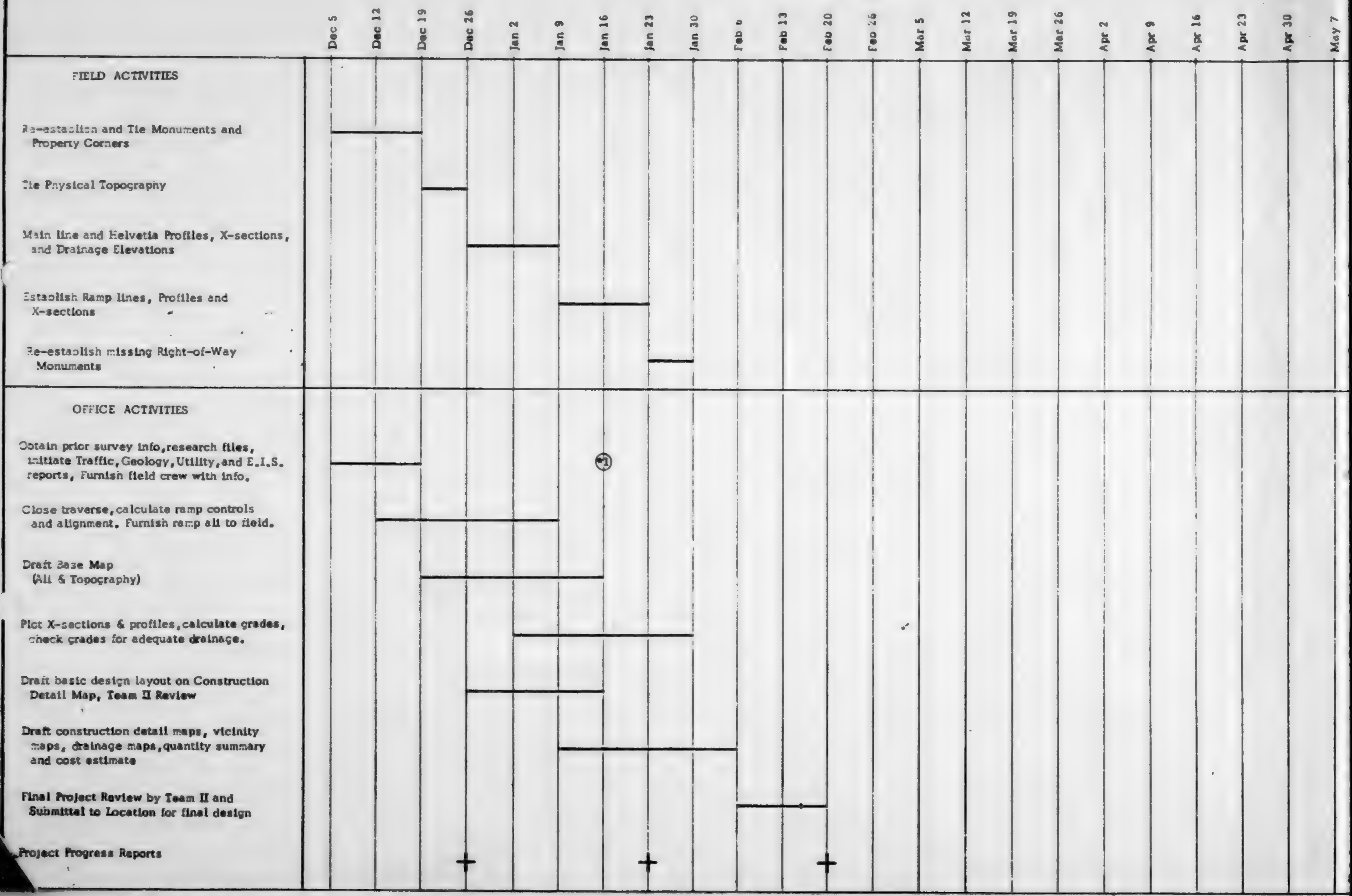
Office work ongoing at this time is the calculation and closing of the traverse, preliminary drafting work on the base map, drafting of the interchange lay-out map, and calculation of profiles for ramplines and clearances for the structures.

Traffic section will complete the traffic study report this week.

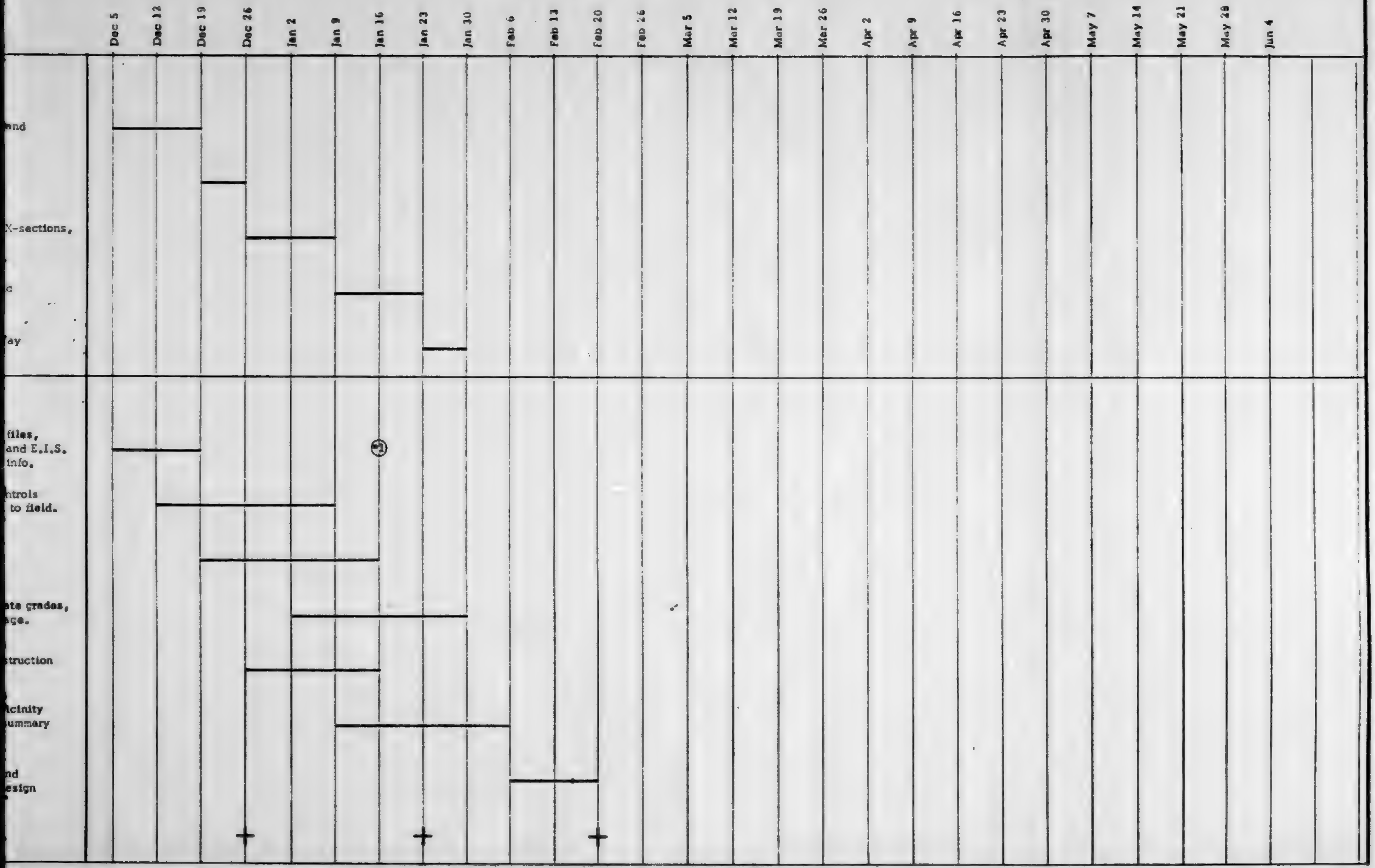
kh

cc: Jim McClure
Jef Kaiser
Tom Schwab
Bob Schalk

SUNSET HIGHWAY AT HELVETIA ROAD INTERCHANGE
PROPOSED PROJECT SCHEDULE



SUNSET HIGHWAY AT HELVETIA ROAD INTERCHANGE
PROPOSED PROJECT SCHEDULE



STATE OF OREGON

INTEROFFICE MEMO

TO: E. L. HARDT
Metro Region Engineer

FROM: J. D. McCLURE
Project Development Engineer

SUBJECT: Project Schedule
Helvetia Rd. Interchange
Sunset Hwy.

DATE: December 14, 1983

OM MRE OE PPM CE
TOS RECEIVED ME
US DEC 14 1983 PDM
CSA Metro Region TAM
SD PA EM BUD LM

I have developed the following schedule which would obligate construction funds in the federal FY'84 fiscal year. The project will require some work to be accomplished using State funds and is also consistent with Jef Kaiser's work schedule for preparing the environmental document for the project.

I have outlined the various activity network for the project which is also supported by the attached bar graph:

ACTIVITY	START	COMPLETE
Pre-Engineering Design with State funds to develop conceptual project and environmental package	Nov. 1983	Dec. 20, 1983
Approved by administration for inclusion in Six Year Program for FY '84 funding or to PS&E prior to Oct. 1, '84	Not Applicable	mid-Nov.
Project Request submitted to Program Section for A-95 Review and obligation of preliminary engineering funds with FHWA. (Approx. 45 days.)	Dec. 5, 1983	Jan. 15, 1984
Environmental Assessment and Study Committee Review for submission to FHWA (4 mos.)	Dec. 10, 1983	April 1, 1984
Preliminary engineering design of intch. project. (3½ mos.)	Dec. 20, 1983	March 1, 1984
FHWA approval and printing of EA for public review (2 weeks)	April 1, 1984	April 15, 1984

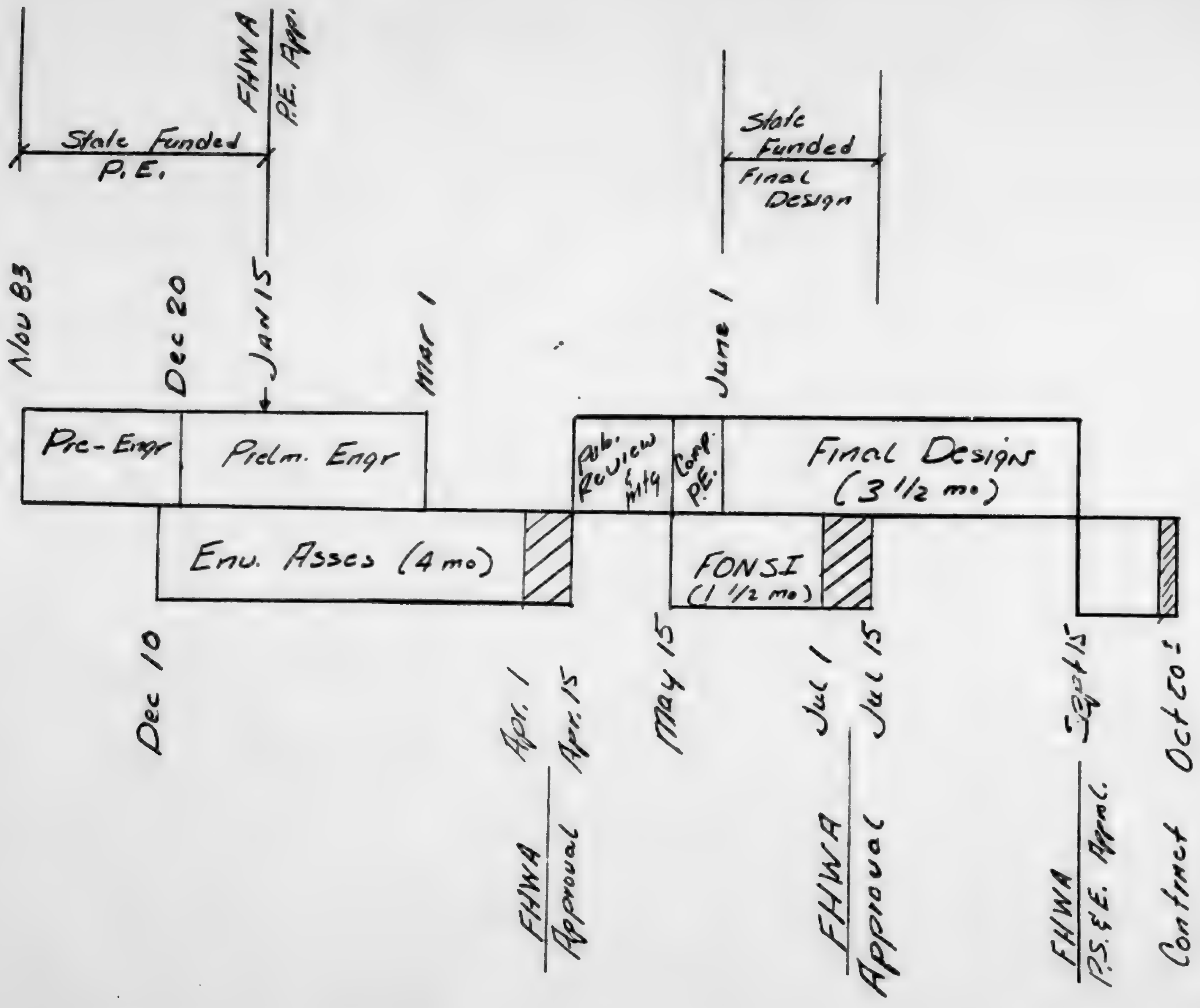
ACTIVITY	START	COMPLETE
Public/Agency review of EA (30 days)	April 15	May 15
Final environmental document (FONSI) and obtain FHWA project approval (2 mos.)	May 15	July 15*
Submit final preliminary engineering for processing and preliminary bridge layout plans for FHWA concurrence along with preliminary road design plans for review. (2 mos.)	June 1	Aug. 1
Prepare final bridge, road design plans and specifications (PS&E package) (1½ mos.)	Aug. 1	Sept. 15
Contract bid letting (3 weeks add)	N/A	Oct. 1984

* Normal date to proceed with final design with FHWA approval of FONSI.

po

cc: Curt Duval
Jef Kaiser

Attachment

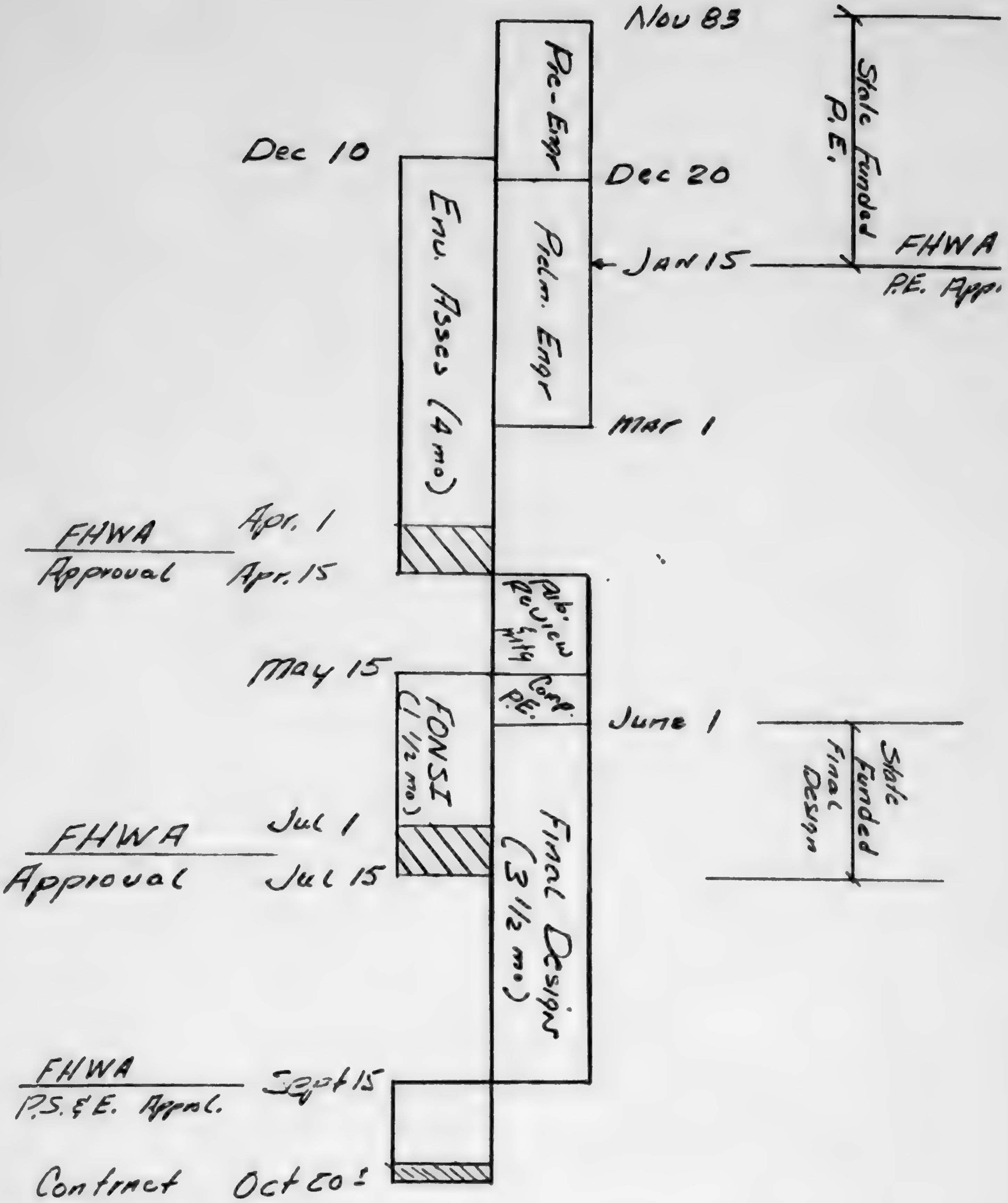


TARGET-SCH. HELVETIA INTCH.

12/15/83

TARGET-SCH. HELVETIA INTCH.

12/15/83



9934

+

OREGON TRANSPORTATION COMMISSION

Delegation Washington County Planning Dept. RE: Helvetia Road Interchange

Date December 20, 1983

Time Not on agenda

no letter mailed as scheduled too late –

Name	City or Town	Capacity
✓ Frank Angelo	Washington County	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

December 20, 1983

Dale E. Wilken
Division Adminstrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Sunset Highway @ Helvetia Road
Sunset Highway
Washington County
HES-27-2(12)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class III, requiring the preparation of an environmental assessment according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
January 13, 1984

CMG:lm

Attachments (4)

CONCUR:

1/10/84
Division Administrator Date
for FHWA OREGON DIVISION

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Cost & Records Spec
Surfacing Design
General Files
E. L. Hardt
Jef Kaiser
Clarence Eschelmann
Bill Geibel

Form 734-3122

10069

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Sunset Highway @ Helvetia Road

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

No additional right-of-way would be required.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Although an existing, at-grade, intersection provides full access, the installment of an interchange would significantly increase the capacity of this access and would create attractive transportation conditions for developing adjacent, large tract agricultural land. The interchange would be consistent with Washington County's Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

This intersection is unsignalized and very hazardous, with a significant history of severe accidents. An interchange would eliminate the traffic conflict that has been responsible for these accidents.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No direct impacts expected.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None expected.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The growth inducing effect of this project may be an issue.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

This project would provide a substantial capacity increase for this intersection. An E.A. is recommended to determine the significance of any growth inducing effects that may result.

OTHER DOCUMENTATION

Noise Study Report
Air Quality Report
Cultural Resources Survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X JEF KAISER	653-3221	January 10, 1984

734-1913 (7-82)

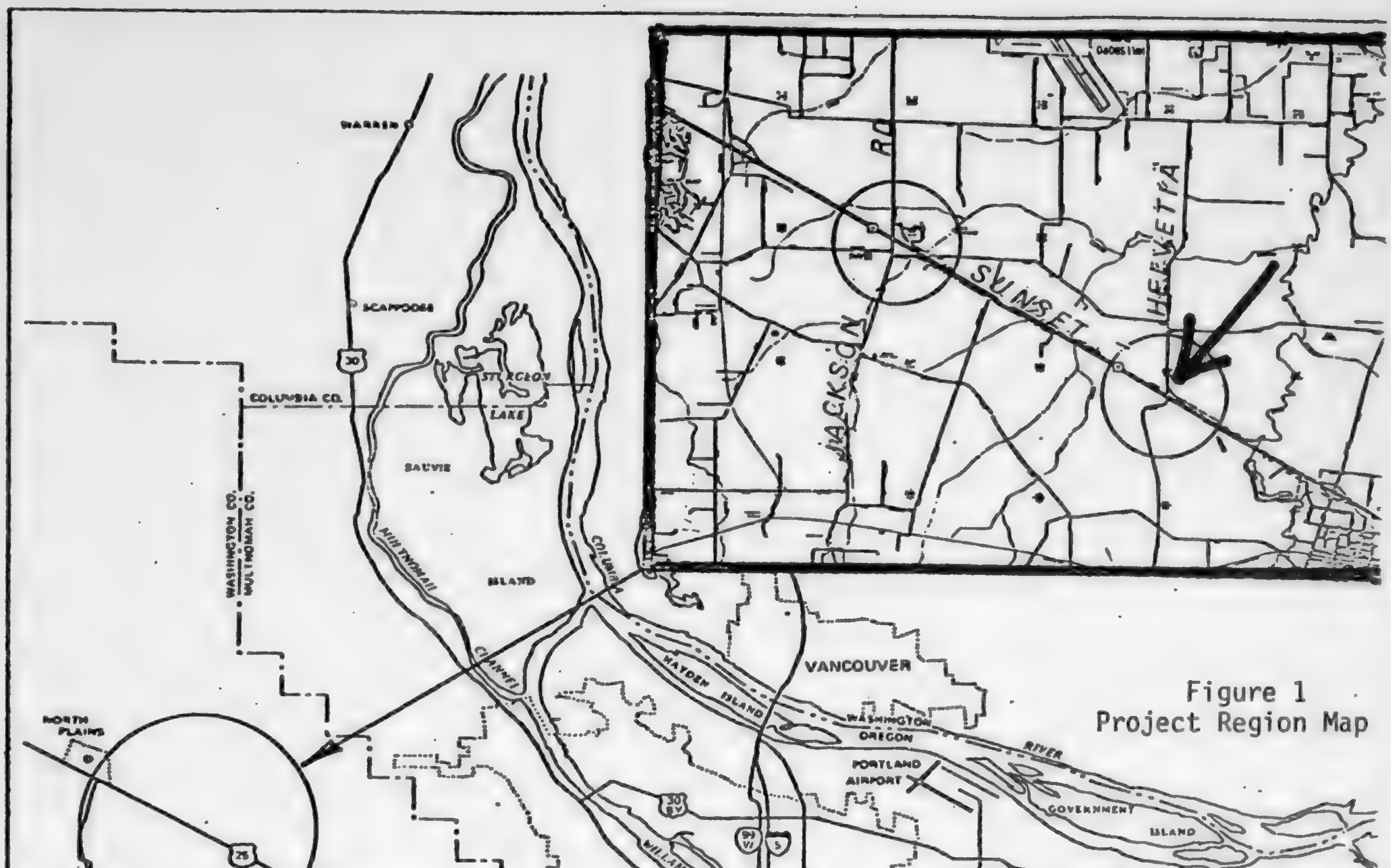

JACKSON RD
SUNSET
HELVETIA
WARREN
SCAPPOOSE
30
STURGEON LAKE
COLUMBIA CO.
SAUVIE
ISLAND
MULTNOMAH CHANNEL
COLUMBIA
WASHINGTON CO.
MULTNOMAH CO.
VANCOUVER
HAYDEN ISLAND
WASHINGTON
OREGON
RIVER
PORTLAND AIRPORT
GOVERNMENT ISLAND
TROUTDALE
FAIRVIEW
WOOD VILLAGE
NORTH PLAINS
26
SUNSET FWY
HILLSBORO
PROJECT LOCATION
PORTLAND
WILLAMETTE
GRESHAM
BEAVERTON
MULTNOMAH CO.
CLACKAMAS CO.
HAPPY VALLEY
MILWAUKIE
TIGARD
KING CITY
LAKE OSWEGO
DURHAM
TUALATIN
GLADSTONE
CLACKAMAS
RIVER
TUALATIN
0 1 2 3 4 5
SCALE IN MILES
N

Figure 1
Project Region Map

9937

GENERAL FILES

1

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-27-2(12)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20031

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/26/83

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:

Sunset Highway at Helvetia Road Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See Below

13. REMARKS

RECEIVED
STATE HWY ENGR
SEP 30 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act

As requested by Mr. Swan's letter of 9/22/83 I approve the program change as follows:

1. Appn Code ---- Add 14M
2. Character of Proposed Work --- Add "and channelization".
3. Const. (Work Code) --- Add Y008.
4. Project Data: Add to 2) --- traffic signal, channelization (requiring grade, drain and H-T pave to accommodate left turn lanes), utility work ---.

Orig to
9/30

14. DATE 9/26/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-78)

PREVIOUS EDITIONS MAY BE USED

9-13-7

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST. .TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-27-2(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken
Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20031

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
9-26-83	Primary 27	Primary 47

10. GENERAL LOCATION:

SUNSET HIGHWAY AT HELVETIA ROAD SECTION

11. GENERAL DESCRIPTION OF WORK

Widening of Sunset Highway, both east- and westbound, to accommodate left-turn lanes for Shute Road and Helvetia Road

12. YOU ~~ARE~~ AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's September 22, 1983 letter, you are authorized under time-saving procedures enumerated in FHPM 8-2-3 to proceed with the necessary work estimated to be $27,300; Federal Funds $24,570.

PS&E documents, as represented by SFO #1, have been reviewed together with attachments and are hereby approved.

Preliminary engineering charges for work necessary to prepare final plans for this project are eligible even though PS&E approval has been granted.

RECEIVED
STATE HWY ENGI
SEP 30 '83
REFER TO Pat-
FOR
Info | Inves. | R/D | D/R | | Act

Orig. 9/30

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
9-26-83	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4934

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 22, 1983

In Reply Refer to File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Project Unit Engineer

SUBJECT: Program Change
Item No. 20031
Project No. HES-27-2(12)
Sunset Hwy. @ Helvetia Road Section
Sunset Highway
Washington County

I request your approval for a program change to increase scope of work as follows:

1) Appn Code ---- Add 14M

2) Character of Proposed Work --- Add "and channelization".

3) Const. (Work Code) --- Add Y008.

4) Project Data: Add to 2) --- traffic signal, channelization (requiring grade, drain and H-T pave to accommodate left turn lanes), utility work ---.

I further request approval of the "Order For Force Work No. 1" with a total cost of $27,300 with an obligation of $24,570 in Federal funds and accomplish the channelization work with State forces based on public interest findings set forth in FHPM 8-2-3. Three copies of Order For Force Work No. 1 are attached. Reimbursement will be claimed on an actual cost basis.

This request is based on the decision to construct left turn lanes as an interim measure until such time as an interchange is constructed at this location.

DRH:pf
Attachments
cc: L. E. George
E. L. Hardt, Metro Region
Jon Rose, Metro Region
Robin Brooks, Metro Region
General Files

1134

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: August 12, 1982

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: TRAFFIC SIGNAL AT HELVETIA ROAD
SUNSET HIGHWAY
WASHINGTON COUNTY

In response to my letter to Washington County regarding the installation of a traffic signal at Helvetia Road and Sunset Highway, and whether or not it might be better to close down the crossing and left-turn movements at the intersection, I received a suggestion from the County that we do an O&D study to better understand the affected travel patterns. Attached is a copy of Larry Rice's letter. I discussed this concept with Hal Versteeg, in Ed Hunter's absence, and Hal agreed with me that it was a reasonable thing to do. I've discussed the timing with Larry Rice and he has no problems with doing the O&D study immediately. The study will be handled by Ted Fellows, out of the Planning office; Tom Schwab should be the contact in Portland for support; and I've asked Ted to keep in touch with Earl Reed of Washington County (648-8820). I think it's important that the County be kept up to speed with the study to make sure that it is acceptable to them when the results are published. Bud George's office has indicated that the cost of the study can be charged to the preliminary engineering for the Helvetia Road signal, which will undoubtedly require an additional survey authorization request.

ELH/cp
Attachment
cc Larry Rice, Washington County
E. S. Hunter
Hal Versteeg
L. E. George
Von Hemmert
Jim McClure
Vickie Rocker

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
AUG 13 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

WASHINGTON COUNTY

ADMINISTRATION BUILDING – 150 N. FIRST AVENUE
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
VIRGINIA DAGG, Chairman
LYELL GARDNER, Vice Chairman
JIM FISHER
BONNIE L. HAYS
LUCILLE WARREN

DEPT. OF PUBLIC WORKS
ROOM 201
(503) 648-8886

July 27, 1982

DM [✓ MRE] OE PPM CE
TOS RECEIVED ME
US JUL 30 1982 [illegible]
CSA Metro Region TAM
SO PA EM LM

Mr. Ed Hardt
Metro Region Engineer
9002 SE McLoughlin
Milwaukie, OR 97222

Dear Mr. Hardt:

This correspondence is in response to your letter regarding the intersection of Helvetia Road and Highway 26. The following is presented for your consideration.

I would agree that an interchange is the solution. I don't agree one interchange will serve both Jackson and Helvetia Roads.

Right turn only will probably result in the eastbound going west to Jackson and moving 1100+ cars a day to a left turn onto Jackson Road from Sunset Highway. I don't believe many Helvetia southbound will go east to Cornelius Pass Road. Some Sunset to Helvetia and south will probably use Cornelius Pass Road.

Please note we plan A/C overlays on both Jackson and Helvetia Roads south of Sunset Highway. Please note also that Evergreen Road between Helvetia and Cornelius Pass is gravel. Also that West Union Road was chip sealed last year.

I would support an origin/destination study at both Jackson Road and Helvetia Road prior to a decision. If not possible, I would support a trial period with right turns only given good prewarning. In any case, I would not like to see action taken until after November, if possible, with no controversy before then.

I can't see supporting a signal. Given the above concerns, we should push for:

1) A good long-term need forecast at both intersections.
2) An origin/destination study.
3) A long-term course of action.
4) A short-term action.
5) Involvement of Hillsboro, State and County and a public meeting.

Sincerely,

Larry

Larry Rice
Director of Public Works

LR:ER:ss:1:2

May 17, 1982

Washington County Board of Commissioners
150 N. First Street
Hillsboro, OR 97123

AGR 4-2

Attention: Marilyn D. Crutsinger
Clerk of the Board

MISC. CONTRACTS and
AGREEMENTS No. 2639

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a construction-finance agreement for a traffic signal installation on the Sunset Highway at Helvetia Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

1134

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-14-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-27-2(12)

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20031

2A. COUNTY NAME Washington

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/14/82

8. FEDERAL ROUTE NUMBER Primary 27

9. STATE ROUTE NUMBER Primary 47

10. GENERAL LOCATION:
Sunset Highway at Helvetia Road Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $10,600 - F.F. $9,540
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 1/6/82.

RECEIVED
STATE HWY ENGR
JAN 19 '82
REFER TO Manning
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig
1-19-82

14. DATE 1/14/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9934

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6

January 6, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 20031
Project No. HES-27-2(12)
Sunset Hwy. @ Helvetia Road Section
Washington County

Attached data consists of PR-1 forms with project maps, authority for survey, investigation report, traffic signal warrant comparison, collision diagram, other traffic data, pictures and sketch maps.

I request authorization to proceed with all phases of preliminary engineering work necessary to obtain P.S.&E. approval at an estimated total cost of $10,600 with an obligation of $9,540 in Federal funds.

By computation, the section of highway containing this project would rank 230 on the Rural Priority List previously submitted to FHWA.

DRH:bkc
Attachment

cc: L.E. George
E.L. Hardt (Region 1)
R.N. Bothman (Metro)
Jon Rose (Metro)
Earl Mershon (Metro)
General File

Form 734-3122

9944

+1

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: December 2, 1981

FROM: L. E. George, P.E.
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Sunset Highway #47 M.P. 61.06

A project has been requested to install traffic signals on the Sunset Highway at Helvetia Road in Washington County.

Construction will be by contract with State Forces performing all phases of engineering.

In summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Sunset Hwy. @ Helvetia Rd. Washington County	$160,000	$144,000	$16,000

The project has been investigated and is eligible for funding under the Title II, Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. George, P.E.
Traffic Engineer

RHB:sh
Attachment

APPROVED:

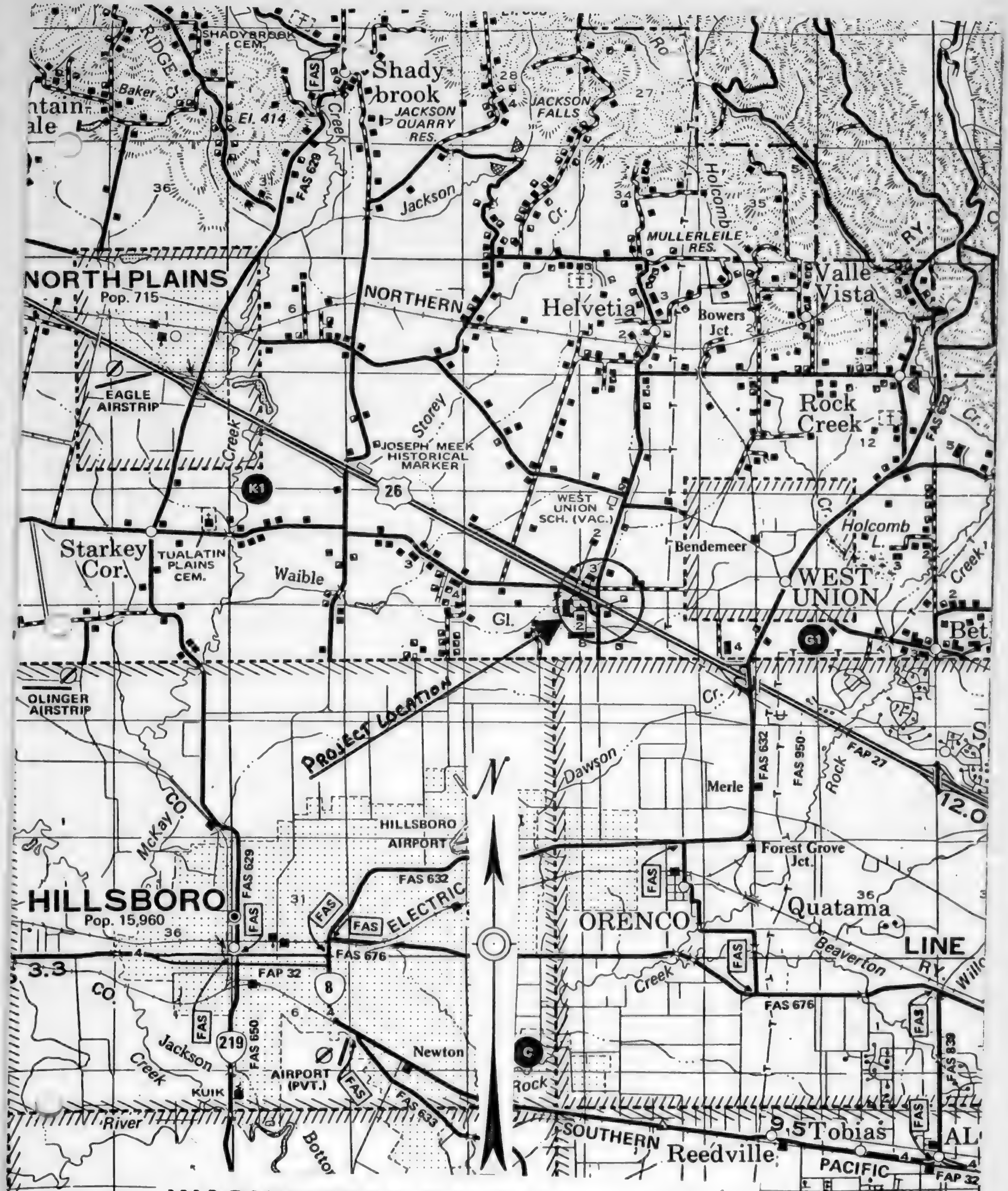
H S Coulter
State Highway Engineer

DATE: 12/22/81

orig to [illegible]
cy George
file

RECEIVED
STATE HWY ENGR
DEC 22 '81
REFER TO
FOR

Info	Inves	R/D	D R	Sign	Act	File


SHADYBROOK CEM.
Shady-brook
RIDGE
Baker Cr.
El. 414
JACKSON QUARRY RES.
JACKSON FALLS
Jackson
Creek
FAS 628
FAS
Holcomb
MULLERLEILE RES.
Valle Vista
RY.
NORTH PLAINS
Pop. 715
NORTHERN
Helvetia
Bowers Jct.
EAGLE AIRSTRIP
Storey
JOSEPH MEEK HISTORICAL MARKER
Rock Creek
FAS 632
K1
26
WEST UNION SCH. (VAC.)
Starkey Cor.
TUALATIN PLAINS CEM.
Waible
Bendemeer
Holcomb L.
WEST UNION
Gl.
G1
Bet
OLINGER AIRSTRIP
PROJECT LOCATION
N
Dawson
Merle
FAS 632
FAS 950
Rock
FAP 27
12.0
McKay
CO.
HILLSBORO AIRPORT
Forest Grove Jct.
FAS 629
FAS 632
HILLSBORO
Pop. 15,960
ELECTRIC
ORENCO
Quatama
LINE
FAS 676
Beaverton
RY.
3.3
FAP 32
8
Creek
FAS 676
Jackson
Creek
219
FAS 650
AIRPORT (PVT.)
Newton
C
Rock
KUIK
FAS 633
FAS 838
River
SOUTHERN
9.5
Tobias
Reedville
PACIFIC
FAP 32
WASHINGTON COUNTY
OREGON

1985 S. Tigard Intchge.-Will. R. Br.9935
Sec, Pac. Hwy. S. Ptld. S. City Limits.
(gr, pav, drainage, guardrail, barriers)

January 27, 1988

Allen, Kilmer, Schrader, Yazbeck
& Chenoweth
Attorneys at Law
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

CON 5 - 9831, 9854,
9855, 9944,
9935 & 9953

Attention: Robert L. O'Halloran

As requested in your letter of January 21, 1988, I am attaching the official documentation showing the formal acceptance of the various R. A. Hatch Co.; Roadway/Hatch Joint Venture Projects. As you will note, I have highlighted the specific project.

Contract No. 9877 with R. A. Hatch Co. & Gaynetco, Inc., has not been accepted by the State. It was completed on December 15, 1987.

Contract No. 9865 with Roadway Constructors Corporation and R. A. Hatch Co. for the Beaverton-Tigard Hwy. Interchange has not been completed or accepted.

Contract No. 9864 is with Dirt and Aggregate Interchange, Inc. for The Dalles-California Highway Guardrail Project in Wasco County. Contract No. 9004 is with Marion Construction Co., Inc. for work in Silver Falls State Park in Marion County. Since these two contracts were not with Hatch/Roadway, we did not provide the acceptance information. If you do need them, let me know and we will provide that documentation.

Please let me know if I can provide any further information.

Fran Neavoll
COMMISSION SERVICES

FKN:bk

Atts.

Delegated authority reports sent showing Schwartz acceptance of Contract Nos. 9831, 9854, 9855, 9944, 9935 and 9953.

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.

*ALSO ADMITTED IN WASHINGTON

FACSIMILE 503-222-5290 (Portland)
503-484-9779 (Eugene)

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

JANIE M. BURCART
CHRISTOPHER T. CARSON*
BARRY W. DOD*
DAVID A. DRAPELA*
GEORGE V. EIGHMEY
JAMES P. LAURICK
JEFFREY S. MERRICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

January 21, 1988

Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Building
Salem, OR 97310

Re: The American Insurance Company; R.A. Hatch Co.; Roadway/Hatch Joint Venture Projects

Dear Ms. Neavoll:

You may recall that I represent The American Insurance Company, surety for R.A. Hatch Co. or Roadway/Hatch joint venture on various Oregon State Highway Department projects.

The purpose of this letter is to request some information that will assist us in evaluating possible remaining bond claim exposure with respect to various projects.

I request that you provide me with the date on which each of the following projects was formally accepted by OSHD (and, if it exists, a copy of whatever document reflects the date of formal acceptance):

1. OSHD 9831; 10-11-85
2. OSHD 9854 (NW Kittridge-NW 31st, Portland); 1-12-87
3. OSHD 9855 (Powell-Heiney Road); 1-15-87
4. OSHD 9865 (Beaverton/Tigard 217 Highway Interchange); not accepted

?, 5. OSHD 9864; ?, not [illegible]

6. OSHD 9877. not accepted

7. OSHD 9944 (Ladd Canyon); 8-25-86

8. OSHD 9935 (Tigard-Willamette River); 1-30-87

?, 9. OSHD 9004; and ?,

10. OSHD 9953 (Sunset-Pacific Coast Highway 217 Overlay). 12/18/87

As always, if there is any charge for the copying of any documents please advise and I will arrange for payment. I appreciate your continued cooperation and assistance.

Very truly yours,

Bob O

Robert L. O'Halloran

RLO/me

cc: The American Insurance Company

RECEIVED
JAN 2? '88
COMMISSIO[illegible] SE[illegible]VICES
DEPARTMENT OF TRANSPO[illegible]TATION

9935

August 11, 1987

CON 5 - #9935

Dirt & Aggregate Interchange, Inc.
20905 NE Sandy Blvd.
Troutdale, OR 97060

Attention: Gayle L. Pelfrey
Office Manager

Thank you for your letter of July 28, 1987, advising us that you have received payment of $2,938.13 from Roadway Constructors Corp. and R. A. Hatch Co.

This is in connection with a claim filed against them on Contract No. 9935 for work on the South Tigard Interchange-Willamette River Bridge Section of the Pacific Highway in Washington and Clackamas Counties.

This information will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Roadway Constructors Corp.
and R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State: Claim filed 2-5-86; CL 1985-0241

bbc: Bryant Jackmond FKN:cc

NOTED ON CARD
8-11-87cc

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

July 28, 1987

DEPARTMENT OF TRANSPORTATION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

ATTENTION: Mr. Robert W. Gormsen
Commission Services

RE: Notice of Claim
O.S.H.D. Contract No. 9935
S. Tigard I/C-Willamette River Bridge

Dear Sir:

This letter is intended to advise you that we have received payment of $2,938.13 on the above referenced work from Roadway Constructors Corp. and R. A. Hatch Co.

We are removing our bond claim.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

Gayle L. Pelfrey

Gayle L. Pelfrey
Office Manager

cc: Roadway Constructors Corp.
and R. A. Hatch co., A JV
P. O. Box 6179
Bend, Oregon 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, Or. 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, Or. 97201

RECEIVED
JUL 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We are a minority owned business enterprise.

9935 jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Washington & Clackamas	DIVISION Oregon
DATE OF REPORT 5/27/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IR-5-5(90)283
COMPLETION DATE (Actual) 7/31/85	ACCEPTANCE DATE BY CONRTACT AGENCY 1/30/87	TIME ELAPSED 100 %	CONTRACT TIME Specified Completion Date July 31, 1985
LOCATION SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

SO. TIGARD INTERCH - WILLAMETTE RIVER BRIDGE SECTION
PACIFIC HIGHWAY
Grading, Paving, Drainage, Guardrail & Barriers

This project involved repairing numerous joints in the continuously reinforced concrete pavement along with several safety type items such as tree removal, guardrail extension, shoulder barrier upgrading, and sealing the shoulder joints the entire length of the job.

The contract was awarded to Roadway Construction Corp. and R. A. Hatch Co. on 11/26/84. Work started 1/7/85 and was completed 7/31/85. The final project cost of $1,211,998 overran the original authorization by 6%. There were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
JUN 2'87
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 5-27-87	TITLE District Engineer	DATE 6/1/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

March 26, 1987

CON 5 - 9935

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

On February 11, 1987, we wrote to you concerning release of final payment on Contract No. 9935 awarded to Roadway Constructors Corp. and R. A. Hatch Co., a JV, for work on the South Tigard Interchange-Williamette River Bridge Section of the Pacific Highway in Washington and Clackamas Counties.

Final payment on this contract is $5,000.00 and the total contract amount is $1,093,821.93, including $40,533.56 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Roadway Constructors Corp.
and R. A. Hatch Co., a JV
P. O. Box 6179
Bend, OR 97708

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9935

N

March 19, 1987

Allen, Kilmer, Schrader, Yazbeck & Chenoweth
Attorneys & Counselors
1600 Orbanco Building
1001 SW Fifth Avenue
Portland, OR 97204

Attention: Robert L. O'Halloran

As requested in your letter of February 27, 1987, we are attaching information on the status of Contracts 9594, 9877, 9865, 9855, 9854, 9944, 9953, and [redacted] as provided by our Construction Office.

If you have any questions concerning this information, please contact Bruce Walton. His number is 378-6594.

Fran Neavoll
COMMISSION SERVICES

bk

Attachment

bc: Bruce Walton

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
503-224-0055

EUGENE OFFICE
303 SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

F. GORDON ALLEN
ANDREW K. CHENOWETH
JEFFREY M. KILMER*
CHARLES R. SCHRADER*
STEPHEN C. VOORHEES
JOSEPH A. YAZBECK, JR.
*ALSO ADMITTED IN WASHINGTON

CHRISTOPHER T. CARSON*
GEORGE V. EIGHMEY
GEORGE J. HIBBERT
FRED L. KOPATICH
JAMES P. LAURICK
THOMAS J. MURPHY
ROBERT L. O'HALLORAN
GREGORY B. SNOOK
LYNNIA K. WOODS

February 27, 1897

Ms. Fran Neavoll
Oregon State Highway Department
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Re: The American Insurance Company; R. A. Hatch Co., Roadway/Hatch Joint Venture

Dear Ms. Neavoll:

As you know I represent The American Insurance Company.

On behalf of The American, I am trying to determine the status and the amounts of contract balances and retainage held by the Oregon State Highway Department on the following projects for which The American posted payment and performance bonds on behalf of R. A. Hatch Co., or Roadway/Hatch, Joint Venture:

1. OSHD 9594, Banfield 39th - 87th Avenue (we have submitted a request for release of retainage together with the consent of the contractor, and I understand that Mr. Jackmond is currently considering it);

2. OSHD 9877, Linn/Lane, California State Line;

3. OSHD 9865, Beaverton/Tigard Highway;

4. OSHD 9855, Powell-Heiny Road (I have received an assignment executed by R. A. Hatch Co. as managing partner of the Joint Venture and will forward it to you under separate cover in order to effect the release of the remaining proceeds);

5. OSHD 9854, Kittridge - 31st Avenue;

6. OSHD 9944, Ladd Canyon;

7. OSHD 9953, Sunset-Pacific Coast Highway;

8. OSHD 9935, Tigard/Willamette River.

I would appreciate it if you could provide me with this information at your very earliest convenience. Please call if you have any questions.

Very truly yours,

Bob

Robert L. O'Halloran

770

cc: The American Insurance Company

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Jan Henny for info
Referred to Walton

Status of Contracts

Contract 9594 will be addressed by O. B. Jackmond by separate letter.

Contract 9877 - Contractor must provide additional documentation before final payment can be made. We are holding $10,000.00 in retainage.

Contract 9865 - Contractor must provide additional documentation before final payment can be made. We are holding $145,000.00 in retainage.

Contract 9855 - The final pay estimate was prepared 1-14-87. Contractor must sign and return information to receive final payment.

Contract 9854 - Final pay estimate was prepared 1-9-87. Contractor must sign and return to receive final payment.

Contract 9944 - Contractor was paid in full 8-22-86.

Contract 9953 - Holding $74,744.91 until USDOL Labor Complaint has ben resolved.

Contract 9953 - Final pay estimate prepared 1-29-87. Contractor must sign and return to receive final payment.

9935

March 12, 1987

CON - 9935

H2O Contractors Inc.
P. O. Box 771
Springfield, OR 97477

Attention: Margaret Walker

We have received your letter dated February 13, 1987, addressed to the Secretary of State filing a claim against the following Highway Division contract:

FILED BY:	H2O Contractors Inc.
AMOUNT:	$1,154.47
FOR:	Labor and material
AGAINST (PRIME CONTRACTOR)	Roadway Constructors Corp. and R. A. Hatch Co., a JV
CONTRACT NO:	9935
PROJECT:	South Tigard Interchange-Willamette River Bridge Sec., Pacific Highway, Washington and Clackamas Counties
SURETY:	The American Insurance Co.
AGENT:	Corroon and Black of Oregon

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: The American Insurance Co.
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97207

Roadway Constructors Corp. and
R. A. Hatch Co., A JV
P. O. Box 6179
Bend, OR 97708

bbc: Bryant Jackmond

H_2O
CONTRACTORS INC.

February 13, 1987

Secretary of State
143 Capital Building
Public Records Section
Salem, OR 97310

RE: Notice of Claim

To Barbra Roberts, Secretary of State:

Notice hereby is given that the undersigned H_2O Contractors, Inc. has a claim for the retainage on stripe removal and traffic marker placement in the sum of One Thousand One Hundred Fifty-Four and 54/100ths ($1,154.47) dollars against the bond taken from American Insurance Company, Fidelity and Surety Department for the South Tigard - Willamette River Bridge project (OSHD #9935). Such material and labor was supplied to Roadway Constructors, Inc. and R.A. Hatch Co., a joint venture.

Margaret A. Walker

cc. Commission Services
American Insurance Company
Roadway Constructors, Inc. & R.A. HAtch Co.

RECEIVED
FEB 17 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

(503) 746-1787 • POST OFFICE BOX 771 • SPRINGFIELD, OREGON 97477
[redacted]

9935

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9935

TO: Commission Services

DATE: January 30, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9935, On Site Work Substantially Completed July 31, 1985

All Work Completed November 14, 1985

Project S. Tigard Interchange-Willamette River Bridge

Highway Pacific

County Washington and Clackamas

Type of Work Grading, Paving, Drainage, Guardrail & Barrier

Contractor Roadway Construction Corporation and R. A. Hatch JV

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

On Feb 6

2-11-87 - Surety letter written.

RECEIVED
FEB - 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9935

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

AGENDA
JAN 20 1987
[illegible]

In Reply Refer to
File No. CON 5
9935

DATE: January 8, 1987

TO: Oregon Transportation Commission

Lrulien

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
S. Tigard Intch.-Willamette River Br. Section
Pacific Highway, Clackamas and Washington Counties
Contract No. 9935

This interstate reconstruction project is complete and the final accounting is expected to show an overrun of $82,000 or 7.2 percent.

Numerous additions and changes to the bid items were necessary in order to complete the project, and those needs became apparent only after the corrective work began. A significant underestimate of the 1"-0 aggregate base added approximately $43,000 to the project cost, additional asphalt paving added about $35,000, and a change in the concrete pavement area resulted in a net decrease of approximately $30,000.

Construction engineering charges are expected to overrun because of the added contract work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $82,000 to a new total of $1,216,356.63. This matter will be on the consent calendar for the January 20 meeting.

cc: Bob Bothman
Fran Neavoll ✓
C. O. Fredrickson
Dick Hacek
R. A. Kuehn
George Bell

Form 734-3122

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
9935

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 8, 1987

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
S. Tigard Intch.-Willamette River Br. Section
Pacific Highway, Clackamas and Washington Counties
Contract No. 9935

This interstate reconstruction project is complete and the final accounting is expected to show an overrun of $82,000 or 7.2 percent.

Numerous additions and changes to the bid items were necessary in order to complete the project, and those needs became apparent only after the corrective work began. A significant underestimate of the 1"-0 aggregate base added approximately $43,000 to the project cost, additional asphalt paving added about $35,000, and a change in the concrete pavement area resulted in a net decrease of approximately $30,000.

Construction engineering charges are expected to overrun because of the added contract work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $82,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: R. A. Kuehn
D. L. Berg
B. M. Walton
Don Trout

1955

*TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 9-84

PROJECT REPORT NUMBER

MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9 17 86

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

State: Oregon

County: Clackamas & Washington

Project Number: IR-5-5(90)283

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 24, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,348,507.00	$ 1,218,373.00
Federal funds	$ 1,243,592.00	$ 1,123,582.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19TH day of SEP, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX FOR: Larry Rulien

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: Dale E. Wilken

FUNDS AVAILABLE
DATE SEP 19 1986

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

P

Gen File

Oregon State Highway Division
Salem, Oregon September 18, 1986

Federal-Aid Project No. IR-5-5(90)283

S. Tigard Interchange-Willamette River Bridge Section
Pacific Highway
Clackamas & Washington Counties

REVISED PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. 159+00 to 572+22)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Plastic Safety Markers	$ 40.00	100	$ 4,000.00	76	$ 3,040.00
Temporary Delineators	30.00	30	900.00	0	0.00
Flaggers	12.00	1,200	14,400.00	20	240.00
Plain Concrete Pavement	8.00	2,583	29,664.00	41.25	430.00
Continuously Reinforced Concrete Pavement	58.00	2,135	123,830.00	1,129.31	65,500.00
Reinforced Barlap Area	610.00	132	80,520.00	97	59,170.00
Class 2 Preparation	65.00	340	22,100.00	60.77	3,950.00
			$266,414.00		$136,280.00

Decrease $ 130,134.00
Subtotal from previous estimate of 9-24-85 1,293,633.00
Total $1,163,499.00

Type Code SFTY
Safety Work (Sta. 159+00 to 572+22)

Total as on estimate of 9-24-85 $ 47,562.00

RETAIN IN RESERVE

Total as on estimate of 9-29-85 $ 7,312.00

Length of Roadway ------------------- 7.56 mi.
Length of Structure ----------------- 0.27 mi.
7.83 miles

Cost of Roadway Per Mile ------------ $153,901.99

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	044	92.22%	$1,163,499.00	$1,072,978.00	$90,521.00
Safety Work	044	92.22%	47,562.00	43,861.00	3,701.00
SUBTOTAL			$1,211,061.00	$1,116,839.00	$94,222.00
Reserve			7,312.00	6,743.00	569.00
TOTAL			$1,218,373.00	$1,123,582.00	$94,791.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09935
Prefix: C634-1956
Prefix: C09935

DDB:me

4935

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-40		State Oregon
PROJECT REPORT NUMBER		County Clackamas & Washington
MODIFICATION NUMBER 2		Project Number IR-5-5(90)283

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on December 13, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,164,896	$ 1,348,507
Federal funds	$ 1,074,266	$ 1,243,592
Other revisions		

This modification is made for the following reasons:

To include increase in construction cost

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8TH day of OCT, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________________

Manager, Program Section
(Title)

~~By~~ For: L. W. Rulien, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

RECEIVED
OCT 1 0 1985
Federal Aid Unit

Form PR-2A

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 24, 1985

FEDERAL AID PROJECT NO. IR-5-5(90)283

S. Tigard Intchge. - Willamette River Bridge Section
Pacific Highway
Clackamas & Washington Counties

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
Roadway (Sta. 159+00 to Sta. 572+22)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Barricades	$ 75.00	40	$ 3,000.00	167	$ 12,525.00
Temporary Reflective Pavement Markers	10.00	250	2,500.00	563	5,630.00
Stripe Removal	0.65	13,500	8,775.00	44,645	29,019.25
Ditch Excavation	6.00	1,421	8,526.00	2,491	14,946.00
Embankment in Place	5.00	1,620	8,100.00	2,517	12,585.00
1"-0 Aggregate Base	9.00	2,800	25,200.00	7,341	66,069.00
Class "C" Aspahlt Pavement	40.00	450	18,000.00	1,332	53,280.00
Cont. Reinforced Concrete Pvmt. 11" Thick	50.00	1,400	70,000.00	1,968	98,400.00
Reinforced Concrete Bridge End Panels	65.00	80	5,200.00	183	11,895.00
Furnish Latex-Modified Concrete	350.00	30	10,500.00	51	17,850.00
Repair Term Pave Jts. (F.A. #2)					11 212.46
			$159,801.00		$333,441.71

Increase	$ 173,610.71
Subtotal from Estimate of May 30, 1985	980,569.00
Subtotal	$1,164,179.71
Engineering	129,453.29
Total	$1,293,633.00

TYPE CODE SFTY
Safety Work (Sta. 159+00 to Sta. 572+22)

Total as on estimate of December 4, 1984	$ 47,562.00

RETAIN IN RESERVE

Class 3 Preparation, All Required		$ 4,000.00
Remove Pavement Markers		2,500.00
	Subtotal	$ 6,500.00
	Engineering	812.00
	Total	$ 7,312.00

Length of Roadway -------------------- 7.56 mi.
Length of Structure ----------------- 0.27 mi.
Total Length ------------------------- 7.83 mi.

Cost of Roadway Per Mile ------------ $171,115.48

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,293,633.00	$1,192,988.00	$100,645.00
Safety Work	47,562.00	43,861.00	3,701,00
SUBTOTAL	$1,341,195.00	$1,236,849.00	$104,346.00
Reserve	7,312.00	6,743.00	569.00
TOTAL	$1,348,507.00	$1,243,592.00	$104,915.00

Group 1: 100%
Contract No. 9935
Prefix: 634-1956 (P.E.O
Prefix: C09935
Appn Code: 044

RLC:me

9935

I

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-32	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-4-85	County Clackamas & Washington
MODIFICATION NUMBER 1		Project Number IR-5-5(90)283

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 24, 1984, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 1,135,927.00	$ 1,157,584.00	1,164,896
Federal funds	$ 1,047,551.00	$ 1,067,523.00	1,074,266.
Other revisions			

sw

This modification is made for the following reasons:

To include increase construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 4 th day of June, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 30, 1985

FEDERAL AID PROJECT NO. IR-5-5(90)283

S. Tigard Intchge. - Willamette River Bridge Section
Pacific Highway
Clackamas & Washington Counties

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE J000
Roadway (Sta. 159+00 to Sta. 572+22)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Stripe Removal	$ 0.65	13,500	$ 8,775.00	22,207	$ 14,434.00
Gravel in Drains	14.00	1,343	18,802.00	1,448	20,280.00
EWO #1	--	--	--	All	3,310.00
EWO #2	--	--	--	All	11,210.00
			$27,577.00		$49,234.00

Increase	$ 21,657.00
Subtotal from estimate of December 4, 1984	958,912.00
Subtotal	$ 980,569.00
Engineering	129,453.00
Total	$1,110,022.00

Type Code SFTY
Safety Work (Sta. 159+00 to Sta. 572+22)

Total as on estimate of December 4, 1984	$ 47,562.00

RETAIN IN RESERVE

Class 3 Preparation	All Required	$ 4,000.00
Remove Pavement Markers	All Required	2,500.00
	Subtotal	$ 6,500.00
	Engineering	812.00
	Total	$ 7,312.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,110,022.00	$1,023,662.00	$86,360.00
Safety Work	47,562.00	43,861.00	3,701.00
SUBTOTAL	$1,157,584.00	$1,067,523.00	$90,061.00
Reserve	7,312.00	6,743.00	569.00
TOTAL	$1,164,896.00	$1,074,266.00	$90,630.00

Length of Roadway --------------- 7.56 miles
Length of Structure ------------- 0.27 miles
TOTAL LENGTH 7.83 miles

Cost Per Roadway Mile ----------- $146,828.31

Group 1: 100%
Contract No. 9935
Prefix: 634-1956 P.E.
Prefix: 634-1018

Appn Code: 044

DDB:me

9155

STATE COPY

TO BE COMPLETED BY FHWA 12-133	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Clackamas & Washington PROJECT NO. IR-5-5(90)283

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

South Tigard Interchange - Willamette River Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-10-84	7.83

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 1,143,239.00	FEDERAL FUNDS $ 1,054,294.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator 12-13-84

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon December 4, 1984

Federal Aid Project No. IR-5-5(90)283

S. Tigard Interchange-Willamette River Bridge Section
Pacific Highway
Clackamas & Washington Counties

PROJECT AGREEMENT ESTIMATE

Type Code J000
Roadway (Sta. 159+00 to Sta. 572+22)

Mobilization	Lump Sum	97%	Lump Sum	$ 72,750.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	25,000.00
Temporary Signs	Sq. Ft.	1,350	8.00	10,800.00
Temporary Barricades	Each	40	75.00	3,000.00
Temporary Plastic Safety Markers	Each	100	40.00	4,000.00
Temporary Delineators	Each	30	30.00	900.00
Temporary Reflective Pavement Markers	Each	250	10.00	2,500.00
Sequential Arrow Signs	Each	6	2,500.00	15,000.00
Flaggers	Hour	1,200	12.00	14,400.00
Strips Removal	Lin. Ft.	13,500	0.65	8,775.00

ROADWORK

Clearing and Grubbing	Lump Sum	All	Lump Sum	10,000.00
Removal of Structures and Obstruction	Lump Sum	All	Lump Sum	6,000.00
Ditch Excavation	Cu. Yd.	1,421	6.00	8,526.00
Embankment in Place	Cu. Yd.	1,620	5.00	8,100.00
Furnishing and Placing Topsoil	Cu. Yd.	300	7.00	2,100.00
1"-0 Aggregate Base	Ton	2,800	9.00	25,200.00
Class "C" Asphalt Concrete	Ton	450	40.00	18,000.00
Plain Concrete Pavement	Sq. Yd.	2,583	8.00	20,664.00
Reinforced Concrete Pavement	Sq. Yd.	160	57.00	9,120.00
Continuously Reinforced Concrete Pavement	Sq. Yd.	2,135	58.00	123,830.00
Continuously Reinforced Concrete Pavement 11-inch Thick	Sq. Yd.	1,400	50.00	70,000.00
Pavement Terminal Anchors	Lin. Ft.	72	350.00	25,200.00
Terminal Expansion Joints	Lin. Ft.	36	120.00	4,320.00

Terminal Expansion Joint Replacement	Lin. Ft.	12	120.00	1,440.00
Terminal Expansion Joint Adjustment	Lin. Ft.	72	55.00	3,960.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	80	65.00	5,200.00
Reinforced Bar Lap Areas	Each	132	610.00	80,520.00
Ball Repair	Sq. Ft.	80	10.00	800.00
Class 1 Preparation	Sq. Yd.	982	5.00	4,910.00
Class 2 Preparation	Sq. Yd.	340	65.00	22,100.00
Furnish Latex-Modified Concrete	Cu. Yd.	30	350.00	10,500.00
Construct Latex-Modified Concrete Resurfacing	Sq. Yd.	982	20.00	19,640.00
Preparation for Dense Concrete	Sq. Yd.	1,340	15.00	20,100.00
Furnish Dense Concrete	Cu. Yd.	70	125.00	8,750.00
Construct Dense Concrete Resurfacing	Sq. Yd.	1,340	30.00	40,200.00
Longitudinal Joint Sealing	Mile	29.9	2,700.00	80,730.00
Tranverse Joint Sealing	Lin. Ft.	630	1.50	945.00
12-inch Sewer Pipe	Lin. Ft.	10	20.00	200.00
Concrete Inlets, Type G-1	Each	1	500.00	500.00
Concrete Inlets, G-2MA, Modified	Each	2	1,000.00	2,000.00
4-inch Drain Pipe	Lin. Ft.	13,665	2.40	32,796.00
Gravel in Drains	Cu. Yd.	1,343	14.00	18,802.00
Extra for Asphalt Approaches	Each	8	200.00	1,600.00
Concrete Barrier	Lin. Ft.	5,025	13.00	65,325.00
Geotextile Fabric in Drains	Sq. Yd.	10,819	1.00	10,819.00
Delineators, Type 2	Each	40	20.00	800.00
Delineators, Type 4	Each	10	15.00	150.00
Reconstructing Manholes	Each	1	1,500.00	1,500.00
Adjusting Inlets	Each	16	300.00	4,800.00
Mono-Directional Crystal Type I Marker	Each	420	10.00	4,200.00
White Type II Markers	Each	2,100	2.50	5,250.00
Furnishing and Planting Shrubs	Each	1,680	8.00	13,440.00
Bark Mulch	Unit	38	125.00	4,750.00
				$ 954,912.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 2,500.00
Temporary Erosion Control	All Required		500.00
Roadside Seeding & Mulching	All Required		1,000.00
			$ 4,000.00
		Subtotal	$ 958,912.00
		Engineering	129,453.00
		Total	$ 1,088,365.00

Type Code SFTY
Safety Work (Sta. 159+00 to Sta. 572+22)

Mobilization	Lump Sum	3%	Lump Sum	$ 2,250.00
Protection Blocks	Each	3	700.00	2,100.00
Guard Rail, Type 2A	Lin. Ft.	3,163	10.00	31,630.00
Guard Rail, Type 3	Lin. Ft.	25	25.00	625.00
Guard Rail Anchors, Type 1	Each	2	500.00	1,000.00
Guard Rail Anchors, Type 1, Modified	Each	6	500.00	3,000.00
Rail End Pieces, Type B	Each	3	100.00	300.00
Bridge Connections	Each	1	1,000.00	1,000.00
			Subtotal	$ 41,905.00
			Engineering	5,657.00
			Total	$ 47,562.00

Retain in Reserve

Class 3 Preparation	All Required		$ 4,000.00
Remove Pavement Markers	All Required		2,500.00
		Subtotal	$ 6,500.00
		Engineering	812.00
		Total	$ 7,312.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,088,365.00	$ 1,003,690.00	$ 84,675.00
Safety Work	47,562.00	43,861.00	3,701.00
Subtotal	$1,135,927.00	$ 1,047,551.00	$ 88,376.00
Reserve	7,312.00	6,743.00	569.00
Total	$1,143,239.00	$ 1,054,294.00	$ 88,945.00

Length of Roadway	7.56 miles
Length of Structures	0.27 miles
Total Length	7.83 miles
Cost Per Roadway Mile	$143,963.62

Group 1 100%
Contract No. 9935
Prefix: 634-1956 P.E.
Prefix: 634-1018
Appn Code: 044

Nonparticipating State Work

State Responsibility for Damages	All Required	$	1,000.00

WH:bkb

June 25, 1986

CON 5 - 9935

Dirt & Aggregate Interchange, Inc.
20905 NE Sandy Blvd.
Troutdale, OR 97060

Attention: Joe Martin

Thank you for your letter of June 11, 1986, advising us that you have received payment in the amount of $27,485.41 leaving a balance owed of $2,938.13 on your claim against Roadway Constructors Corp. and R. A. Hatch Co.

You state this is in reference to their Contract No. 9935 for work on the South Tigard Interchange-Willamette River Bridge Section of the Pacific Highway in Washington and Clackamas Counties.

This information will be noted in our records and we will advise the surety, agent, and the contractor. Please let us know when you receive the remaining amount due of $2,938.13.

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corp.
and R. A. Hatch Co., a JV
P. O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97201

bc: Secretary of State: Filed 2-5-86 CL 1985-0241

NOTED ON CARD
6-24-86 azm

bbc: Bryant Jackmond

FKN:azm

DIRT & AGGREGATE INTERCHANGE, INC.
GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

June 11, 1986

OREGON STATE HIGHWAY DEPT.
Room 121, Transporation Bldg.
Salem, Oregon 97310

ATTENTION: Robert Gormsen
Mgr.,Commission Services

RE: Previous Claim Against Payment Bond
O.S.H.D. Contract No. 9935
S. Tigard Interchange-Willamette River
Prime Contr.: Roadway Constructors Corp. & R.A. Hatch Co.
Surety: The American Insurance Co.

Dear Sir:

We wish to notify you that, of the original claim we had against the payment bond on the above referenced project in the amount of $ 30,423.54, we have received payment in the amount of # 27,485.41, leaving a balance owed of $ 2,938.13.

We still have a claim against the bond for this balance of $ 2,938.13.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

Joe Martin

Joe Martin
Guardrail Division Mngr.

cc: Roadway Constructors Corp.
3500 S.W. Bond Ave.
Portland, Or. 97201

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We are a minority owned business enterprise.

9935

R. A. HATCH CO.
Post Office Box 6179
BEND, OREGON 97708
(503) 382-8418

TO

Mr. Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Or 97310

DATE June 10, 1986

SUBJECT: Claim Releases

Mr. Gormsen:

Attached are copies of all releases we have received to date. They cover projects 9854, 9855, 9865 and 9935. If you have any questions, please call.

Sincerely,

Vonnie Green

7/15/86
cc Bryant Jackmond
Sec of State

no resp to Hatch

RECEIVED
JUN [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9935

No claims filed

AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, and Lady's Construction Co. on S. Tigard-Willamette River Bridge, OSHD #9935, Project, or any work performed by Lady's Construction Co. on said Project as covered by its estimates through Estimate No. 9 for the period ending December 31, 1985, have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of the Estimates, 9 P/E 12/31/85, Lady's Construction Co. does hereby: #826.50

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of Estimate No. 9; provided, however, such waiver and release does not apply to retainage held in the amount of $1,194.60.

2. release and forever discharge Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed by Lady's Construction Co. on said Project through the date of Estimate No. 9; provided, however, such waiver and release does not apply to retainage held in the amount of $1,194.60.

3. agree to defend and indemnify Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, and its surety from any and all liability arising out of or relating to any claims made in connection with work performed by it on said Project through the date of Estimate No. 9; provided, however, such obligation does not apply to any claims for retainage held in the amount of $1,194.60.

EXECUTED at Portland, Oregon, on this 7 day of April, 1986.

Attest: (If Corporation) LADY'S CONSTRUCTION CO.

Patricia E. Pierce By Marie Pierce

(Seal) President (Title)

SUBSCRIBED and sworn to before me by the said ______________

______________ on this the ________ day of ____________, 1986.

RECEIVED
JUN 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

____
Notary Public for Multnomah County.
My commission expires 4-16-89.

7/15/86 cc Conotin Sec of State

R.A.Hatch Co.
General Contractors
Post Office Box 6179
Bend, Oregon 97708
(503) 382-8418

SUBCONTRACTOR
THE LADY'S CONSTRUCTION CO.
P. O. Box H
West Linn, OR 97068

CONTRACT NO. OSHD 9935
PROJECT S. Tigard-Willamette Riv. Bridge
DATE 1-31-86
WORK DONE TO 12-31-85
ESTIMATE NO. 9

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
1	Mobilization	Partial	LS	1,345.00	100.00	1345.00	1345.00	
3	Temporary Signs	1,350	SF	7.50	1409.60	10,572.00	9702.00	870.00
4	Temporary Barricades	40	EA	55.00	167.00	9,185.00	9185.00	
5	Temporary P1 Safety Markers	100	EA	26.00	76.00	1976.00	1976.00	
6	Temporary Delineators	30	EA	20.00				
53	Delineators Type 2	40	EA	18.50	44.00	814.00	814.00	
54	Delineators Type 4	10	EA	9.00				

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL ITEMS	23,892.00	23,022.00	870.00
LESS 5% RETENTION	1194.60	1151.10	43.50
LESS BACKCHARGES			
LESS PREVIOUS PAID	21870.90	21870.90	
TOTAL DUE THIS ESTIMATE	826.50		826.50

APPROVED
FOR PAYMENT BY

RECEIVED
JUN 13 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTORS, INC. AND
R.A. HATCH CO., A JOINT VENTURE
P.O. BOX 6179 • BEND, OREGON 97708 • PHONE (503) 382-8418

Main Portland Office
FAR WEST FEDERAL BANK
444 S.W. 5th Ave. • Portland, OR

501959

DATE March 18, 1986

24-7040/3230 99

PAY R.A.HATCH© 826 [illegible] 50 [illegible]

$ 826.50

TO THE ORDER OF

- The Lady's Contruction Co.
  P.O. Box H
- West Linn, OR 97068

B/

ROADWAY CONSTRUCTORS, INC. AND
R.A. HATCH CO., A JOINT VENTURE

⑈501959⑈ ⑆323070403⑆ 9900 067 3⑈

INVOICE DATE	INVOICE NO.	DESCRIPTION	AMOUNT	DEDUCTIONS	NET AMOUNT
1-31-86		OSHD Contract 9935 Est. 9	Released 4-9-86		826.50

202

RECEIVED
JUN 12 1986
COMMISSION SE
DEPARTMENT OF TRANSPORTATION

ROADWAY CONSTRUCTORS,INC. AND
R.A. HATCH CO., A JOINT VENTURE

501959

9935
Claim filed
3/6/86
$15, 757.92

NOTED ON CARD 9/15/86

AFFIDAVIT AND PARTIAL WAIVER OF LIEN AND PARTIAL RELEASE

This is to certify that all obligations for labor and/or materials; all taxes, licenses, fees and/or insurance; and all other amounts due of whatever nature, which have arisen in any manner in connection with the performance of the contract between Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, and Hamilton Construction Co. on S. Tigard-Willamette River Bridge, OSHD #9935, Project, or any work performed by Hamilton Construction Co. on said Project as covered by its estimates through Estimate No. 9 for the period ending December 31, 1985, have been paid in full, and that there are no unsatisfied claims of any kind for such work or for injuries to persons and/or property occurring from or incidental to the performance or nonperformance of said contract, except as provided herein.

In consideration of the payment of the Estimates, 9 P/E 12/31/85, in the sum of $8,100.61, Hamilton Construction Co. does hereby:

1. waive and release any and all claims on any performance and payment bond of whatever nature it may have on the above-described Project, on account of labor and/or material furnished and work performed through the date of Estimate No. 9; provided, however, such waiver and release does not apply to retainage held in the amount of $7,657.31.

2. release and forever discharge Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, its officers, agents and employees of and from all claims, demands, liabilities and causes of action of every character whatsoever, whether known or unknown, arising out of or in connection with said work performed by Hamilton Construction Co. on said Project through the date of Estimate No. 9; provided, however, such waiver and release does not apply to retainage held in the amount of $7,657.31.

3. agree to defend and indemnify Roadway Constructors Corp. and R. A. Hatch Co., a Joint Venture, and its surety from any and all liability arising out of or relating to any claims made in connection with work performed by ~~xx~~ Hamilton on said Project through the date of Estimate No. 9; provided, however, such obligation does not apply to any claims for retainage held in the amount of $7,657.31.

4. The retainage of $7,657.31 shall be paid to Hamilton, without offset or deduction of any kind, within 10 days of its receipt by or on behalf of the Joint Venture.

EXECUTED at Portland, Oregon, on this ~~xxxx~~ day of April, 1986.

Attest: (If Corporation)

HAMILTON CONSTRUCTION CO.

By William T Peckh

(Seal)

President (Title)

SUBSCRIBED and sworn to before me by the said William T. Peckham on this the ~~xxxxx~~ 21 day of April, 1986.

John R Pextall
Notary Public for Lane County.
My commission expires 12-3-1987

7/15/86
cc Constan
Sec of State

RECEIVED
JUN 1[illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9935

claim filed
12/19/85
$25,839.27
+ addtl costs

NOTED ON CARD
7/15/86

UNCONDITIONAL WAIVER

I/We have provided services and/or supplies to Roadway Constructors Corp. & R. A.
(Name of Subcontractor)
Hatch Co., A Joint Venture

for construction and/or improvement to
(Legal Description of Project)
S. Tigard - Willamette River Bridge
Pacific Highway - OSHD Contract #9935

and hereby acknowledge payment for all services and supplies provided to the above referenced contracting party for their activities on the project through March 7, 1986. I hereby waive my/our rights to 1) claim against any performance or payment bonds and 2) any other claims whether in contract or otherwise for work performed up through and including the date stated above, provided, however, such waiver doesn't apply to retainage.

Dirt & Aggregate Interchange
(Name of Company)

V. Pres
(Authorized Officer or Agent)

Signed On: March 7th 1986
(Date)

RECEIVED
JUN 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSP

7/15/86
cc constr
Sec of State

RELEASE OF CLAIM OR LIEN

Subcontractor or supplier:

Dirt and Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

Contractor:

Roadway Constructors / R.A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

Owner:

Oregon State Highway Division
Salem, OR

Project:

S. Tigard - Willamette R. Bridge
Pacific Hwy.
OSHD Contract 9935

In consideration of twenty four thousand five hundred forty seven & 31/100 dollars ($24,547.31) and/or other valuable receipts paid by Roadway / Hatch receipt of which is hereby acknowledged, the subcontractor or supplier listed above hereby releases all claims or liens or rights to lien or place claim against the above project, owner or contractor, or against bonds written for work on the above project.

Date: ____________________

Subcontractor or supplier: ____________________

By: ____________________

Title: ____________________

RECEIVED
JUN [illegible] 1986

CL 1986-0128

9935

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 18, 1986

CON 5
#9935 IN REPLY REFER TO FILE NO.:

Hamilton Construction Co.
Contractors & Engineers
P.O. Box 659
Springfield, OR 97477

Attention: Tom Deines
Project Manager

We have received your letter dated March 6, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Hamilton Construction Co.
AMOUNT:	$15,757.92
FOR:	Furnishing latex modified concrete
AGAINST (Prime contractor):	Roadway Constructors Corp. and R. A. Hatch Co., a JV
CONTRACT NO.:	9935
PROJECT:	South Tigard Interchange-Willamette River Bridge Section, Pacific Highway, Washington & Clackamas Counties
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corp.
and R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
APR 1 [illegible]

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

RECEIVED
MAR 24 1986
SERVICES

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

March 6, 1986

Oregon State Highway Department
Commission Services
121 Transportation Building
Salem, OR 97310
378 - 6526

Attention: Mr. Robert W. Gormsen

RE: South Tigard Interchange - Willamette River Bridge Section
OSHD Contract No. 9935

Dear Mr. Gormsen,

Hamilton Construction requests that a lien be placed against R. A. Hatch's bonding company for the amount of $15, 757.92. The surety is American Insurance Company and the bond number is SC 643 37 70.

The amount outstanding consists of $8,992.50 still owing for Bid Item 31, Furnish Latex Modified Concrete, and $6,765.42 for retainage.

Per my conversation with Robert Shotwell's office, Oregon State Highway Department released payment which covered the amount for Bid Item 31, on December 31, 1985. To date, Hamilton Construction has not received any of this money. On this project, Hamilton was a subcontractor to R. A. Hatch, doing latex modified concrete and dense concrete overlay work. If I can provide you with any further information, please don't hesitate to call me at 746-2426.

Very Truly Yours,
Hamilton Construction

Tom Deines

Tom Deines
Project Manager

RECEIVED
MAR 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TD/mac

cc 906 P-1
Bill Peckham

March 18, 1986

CON 5
#9935
#9733

Standard Paving
P.O. Box 7428
Eugene, OR 97401

Attention: Richard E. Wildish
President

Thank you for a copy of your letter dated February 28, 1986, addressed to R. A. Hatch releasing your claim filed August 27, 1985 against Contract No. 9935.

This was in reference to the Roadway Constructors Corp. and R. A. Hatch Co., JV, Contract No. 9935 for work on the South Tigard Interchange-Willamette River Bridge Section of the Pacific Highway in Washington and Clackamas Counties.

This information will be noted in our records.

Please let us know when the claim has been released on Contract No. 9733.

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corp.
and R. A. Hatch Co., JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State Filed 9-13-85 #CL1985-0137

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
3-18-86 cc

STANDARD PAVING
P. O. BOX 7429
EUGENE, OREGON 97401
(503) 485-1700

February 28, 1986

R. A. Hatch
Attn: Micheal Durbin
P O Box 6179
Bend, Or. 97708

Subject: Release of Claim on Bond Contract 9935 S Tigard Intchg Willamette River Brdg.

Dear Mr. Durbin:

Please be advised that Standard Paving hereby releases the Notice of Claim filed August 27, 1985 against the bond for the contract known as 9935 S Tigard Intchg Willamette River Brdg.

Settlement in full has been reached by both companies against claims on each others bonds involving Contract 9935 and Contract 9733.

Please issue to us written notice of claim release on Contract 9733.

Very truly yours,

STANDARD PAVING

Richard E. Wildish
President

Enclosure (1)

cc: American Ins. Co.
Attn: Fidelity & Surety Dept
Bond No. SC 643 37 70
Your File: H864S-546571
P O Box 3825
Portland, OR 97208

Oregon State Highway Division
Dept. of Transportation
Room 435, Transportation Bldg.
Salem, OR 97310

NOTED
F.R. GRIFFIN

REW/llh

RECEIVED
MAR 4 - 1986
SERVICES

AN EQUAL OPPORTUNITY EMPLOYER

March 18, 1986

CON 5
#9935

S & L Landscaping Inc
P.O. Box 23702
Tigard, OR 97223

Attention: Audrey Castile
President

This will acknowledge your letter of March 10, 1986, filing a claim against the following Highway Division contract:

FILED BY:	S & L Landscaping Inc.
AMOUNT:	$645.73
AGAINST (Prime contractor):	Roadway Constructors Corp. and R. A. Hatch Co., a JV
CONTRACT NO.:	9935
PROJECT:	South Tigard Interchange-Willamette River Bridge Section, Pacific Highway, Washington & Clackamas Counties
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

The State has a policy not to make payments to claimants. A performance bond is issued by a surety as a part of the contract, which is to assure payment of all claims.

We will advise the surety, agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
3-18-86cc

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corp.
and R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bbc: Bryant Jackmond

FKN:cc

S&L Landscaping Inc.
Audrey Castile President
Phone (503) 639-1395

March [illegible], 1986

Robert Gonnsen
Dept. of Transp., Rm. 12[illegible]
Transportation Building
Salem, Oregon 97310

RE: SOUTH TIGARD INTERCHANGE   ODOT JOB [illegible]

Dear Mr. Gonnsen:

R.L. [illegible] Company currently owes S & L Landscaping a balance of $[illegible]73 on the South Tigard Interchange job which we completed last summer. The balance due is from the retainage on the contract #9906.

Since I have failed to receive payment from the contractor, I am requesting payment from the State of Oregon. Please inform me of the proper channels through which to request and receive the final payment for this contract.

Thank you for your time regarding this matter.

Sincerely,

Audrey Castile

Audrey Castile
President

RECEIVED
MAR 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. Box 23702 Tigard, Oregon 97223

CL 1985-0241

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 5 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 27, 1986

CON 5
#9935 IN REPLY REFER TO FILE NO.:

Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
1001 S.W. Fifth Avenue
Portland, OR 97204

We have received a letter from Dirt & Aggregate Interchange, Inc., dated December 19, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Dirt & Aggregate Interchange, Inc.
AMOUNT:	$25,839.27 together with interest $4,584.27 for retention withheld from progress payments with interest
FOR:	Labor and materials
AGAINST (Prime contractor)	Roadway Constructors Corp. & R.A. Hatch Co.
CONTRACT NO.:	9935
PROJECT:	South Tigard Interchange-Willamette River Bridge Section, Pacific Highway Washington and Clackamas Counties
SURETY:	The American Insurance Company
AGENT:	Corroon & Black of Oregon

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

RECEIVED
FEB -7 1986
[illegible] SERVICES

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Dirt & Aggregate Interchange, Inc.
20905 N.E Sandy Blvd.
Troutdale, OR 97060

The American Insurance Co.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
2-18-86 cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

DIRT & AGGREGATE INTERCHANGE, INC.

GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
A PROFESSIONAL CORPORATION
~~1600 ORBANCO BUILDING~~
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

December 19, 1985

Secretary of State
141 State Capitol Bldg.
Salem, Oregon 97310

Re: NOTICE OF CLAIM AGAINST ORS CHAPTER 279 BOND
Agency: Oregon State Highway Division, Department of Transportation, Contract #9935
Prime Contractor: Roadway Constructors Corp. and R.A. Hatch Co.
Surety: The American Insurance Co.

Dear Secretary of State:

Pursuant to ORS 279, notice hereby is given that the undersigned Dirt & Aggregate Interchange, Inc., has a claim for the following:

1. Crack sealing and guardrail installation and materials furnished for the South Tigard Interchange - Willamette River Bridge Project in the sum of $25,839.27, together with interest thereon; and

2. The sum of $4,584.27 for retention withheld from progress payments by the prime contractor, together with interest thereon.

The claim is against the bond taken from Roadway Constructors Corp. and R. A. Hatch Co., as principals, and American Insurance Co., as surety, for the Oregon State Highway Division contract for the South Tigard Interchange - Willamette River Bridge Project, Contract #9935. Such material or labor was supplied to Roadway Constructors Corp., and R. A. Hatch Co.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

By: Joe Martin
Joe Martin, Guardrail Division Manager

cc: ✓Robert W. Gormsen
Roadway Constructors Corp.
R. A. Hatch Co.
The American Insurance Co.

RECEIVED
DEC 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We are a minority owned business enterprise.

DIRT & AGGREGATE INTERCHANGE, INC.
GENERAL CONTRACTORS
20905 N.E. SANDY BLVD., • TROUTDALE, OREGON 97060
(503) 661-5093

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

December 19, 1985

Robert L. Strasser, President
Roadway Constructors Corp.
3500 S. W. Bond
Portland, Oregon 97201

Re: NOTICE OF CLAIM AGAINST ORS CHAPTER 279 BOND
Agency: Oregon State Highway Division, Department of Transportation, Contract #9935
Prime Contractor: Roadway Constructors Corp. and R.A. Hatch Co.
Surety: The American Insurance Co.

Dear Secretary of State:

Pursuant to ORS 279, notice hereby is given that the undersigned Dirt & Aggregate Interchange, Inc., has a claim for the following:

1. Crack sealing and guardrail installation and materials furnished for the South Tigard Interchange - Willamette River Bridge Project in the sum of $25,839.27, together with interest thereon; and
2. The sum of $4,584.27 for retention withheld from progress payments by the prime contractor, together with interest thereon.

The claim is against the bond taken from Roadway Constructors Corp. and R. A. Hatch Co., as principals, and American Insurance Co., as surety, for the Oregon State Highway Division contract for the South Tigard Interchange - Willamette River Bridge Project, Contract #9935. Such material or labor was supplied to Roadway Constructors Corp., and R. A. Hatch Co.

Very truly yours,

DIRT & AGGREGATE INTERCHANGE, INC.

By: Joe Martin
Joe Martin, Guardrail Division Manager

cc: ✓ Robert W. Gormsen, Secretary to Highway Commission
Secretary of State
Gerard B. Johnston, Secretary, R. A. Hatch Company
Lynda L. Thomas, R/A, The American Insurance Co.

RECEIVED
DEC 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We are a minority owned business enterprise.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: November 25, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

ORIGINAL SIGNED BY

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-5(90)283

Contract 9935, Work Completed July 31, 1985

Project S. Tigard Interchange-Willamette River Br.

Highway Pacific

County Washington and Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 11, 1985

RECEIVED
STAT. HWY ENGR
DEC 19 '85
REFER TO
Info | Inves | R/D | [illegible] | [illegible] | [illegible] | File

G. K. Hossner
for Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

734-2023 (2-85)

CL 1985-0137
9935

W

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 13 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 11, 1985

IN REPLY REFER TO
FILE NO.:

CON 5
#9935

Standard Paving
P. O. Box 7428
Eugene, OR 97401

Attention: Richard E. Wildish
President

This will acknowledge your Notice of Claim dated August 27, 1985, against the following Highway Division contract:

FILED BY:	Standard Paving
AMOUNT:	$22,000 plus late charges and interest
FOR:	Equipment and services
AGAINST (Prime contractor)	Roadway Constructors, Corp. and R. A. Hatch Co., a Joint Venture
CONTRACT NO.:	9935
PROJECT:	South Tigard Interchange-Willamette River Bridge Section, Pacific Highway, Washington and Clackamas Counties
SURETY:	The American Insurance Company
AGENT:	Corroon and Black of Oregon

We will advise the surety, agent and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

cc: Roadway Constructors Corp. and
R. A. Hatch Co., a JV
P. O. Box 6179
Bend, OR 97708

The American Insurance Company
P. O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97201

NOTED ON CARD
9-17-85 ar

RECEIVED
SEP 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STANDARD PAVING
P.O. Box 7428
Eugene, Oregon 97401
(503) 485-1700
August 27, 1985

CERTIFIED MAIL P714 038 343
RETURN RECEIPT REQUESTED

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Subject: Claim on Bond for Contract 9935 S Tigard Intchg
Willamette River Brdg.

Gentlemen:

Attached please find a copy of the Notice of Claim filed by this company on your bond on the above-referenced project. The Notice of Claim relates to equipment and services.

You are hereby notified of this Notice of Claim. This letter is sent pursuant to and in compliance with the laws of the State of Oregon. The amount indicated on the Notice of Claim is due and owing and is that sum remaining after due allowance for all just offsets and credits.

Very truly yours,

STANDARD PAVING

Richard E. Wildish
President

Attachment (1)

cc: American Insurance Co.
Oregon State Hwy Division

REW/llh

RECEIVED
AUG 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
SEP 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM ON PAYMENT BOND

TO: OREGON STATE HIGHWAY DIVISION
Department of Transportation
Room 435, Transportation Bldg.
Salem, OR 97310

NOTICE IS HEREBY GIVEN that the undersigned, Standard Paving has a claim for furnishing equipment and services in the sum on Twenty Two Thousand Dollars ($22,000.00) plus Late Charges of Four Hundred Fourty Dollars ($440.00), plus inerest at the rate of 24% per annum on the unpaid principal balance, due against the bond taken from R. A. Hatch Co. as principal, and American Insurance Co., as surety, for equipment use on that project known as Contract 9935 S Tigard Intchg Willamette River Brdg.

Standard Paving
P.O. Box 7428
Eugene, Oregon 97401

Dated: August 27, 1985

By: Richard E. Wildish
Richard E. Wildish, President

cc: American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Oregon State Hwy Division
Attn: Bob Shottwell
Resident Engineer
4755 S W Watson
Beaverton, OR 97005

RECEIVED
30
DEPARTMENT OF TRANSPORTATION

RECEIVED
SEP 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9935 ON

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

5 FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. Tigard Interchange Willamette River Bridge	WEEK ENDING: August 24, 1985	SECTION PREFIX: 634-1018
HIGHWAY: Pacific	COUNTY: Clackamas, Washington	
NAME OF JOB: S. Tigard Interchage - Willamette River Bridge	KIND OF WORK: Grading, Paving, Drainage, Guard Rail, Barriers	
CONTRACTOR: Roadway Construction, Corp. & R.A. Hatch	CONTRACT NUMBER: 9935	FEDERAL AID PROJECT NUMBER: IR-5-5(90)283
DATE OF CONTRACT: November 26, 1984	DATE WORK STARTED: January 7, 1985	ESTIMATED COMPLETION DATE: July 31, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $1,134,356.63	SPECIFIED COMPLETION DATE: A. 5-31-85 B. 8 31-85	PERCENT OF TIME ELAPSED: A. B. 97
EXCLUSIVE OF ENGINEERING: $1,053,691.27	ENGINEERING AUTHORIZATION: $80,665.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,204,481.56	ENGINEERING COST TO DATE: $87,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN ~~XXXXXXX~~ 14.3	PERCENT OF AUTHORIZATION: 108 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	Jt. Sealing	Guard Rail	Delineators	Markers
100	100	100	100	90	100	100	100

	GRADING	Concrete Barriers	Aggregates	Concrete Paving	AC PAVING
MILES IN PROJECT	7.83	7.83	7.83	7.83	7.83
MILES PARTIALLY COMPLETED					
MILES COMPLETED	All work complete except for the longitudinal joint sealigg.				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,620 C.Y.	5,025 L.F.	2,800 Ton	3,695 S.Y.	450 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,620 C.Y.	5,025 L.F,	2,800 Ton	3,695 S.Y.	450 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	26	25	14	18	2
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18				
MONDAY 19	cloudy			
TUESDAY 20	partly cloudy			
WEDNESDAY 21	clear- warm			
THURSDAY 22	clear			
FRIDAY 23	overcast			
SATURDAY 24				

[✓ CE] CAE RECEIVED IS TC
[✓ COE] [✓ OM] SA CC
OE AUG 29 1985 FE CP
PQC
[✓ CA]
CAM CONSTRUCTION [✓ QCS]
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

18 SUNDAY	No Activity.
19 MONDAY	No Activity.
20 TUESDAY	No Activity.
21 WEDNESDAY	No Activity.
22 THURSDAY	No Activity.
23 FRIDAY	No Activity.
24 SATURDAY	No Activity.

REMARKS

STATUS: All work iscomplete except for the longitudinal joint sealing.

SIGNED

Robert E. Shotwell, Project Manager

LOCATION 4755 S.W. Watson Ave.
Beaverton, Oregon
97005

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

June 19, 1985

Roadway Constructors Inc./
R. A. Hatch Co.
3500 SW Bond Ave.
Portland, OR 97201

CON 5

Re: Contract Time Adjustment Request
S. Tigard Intch.-Willamette River
Contract No. 9935
FAP No. IR-5-5(90)283

Your request for an adjustment of contract time of completion for the above project has been carefully reviewed. A contract time adjustment of an additional 31 calendar days is granted and the internal completion date of May 31, 1985 for phase "A" of the project is deleted due to performance of extra and additional work under this contract.

The adjusted contract time of completion for this project becomes a single fixed date of August 31, 1985. Should you wish further review of this matter, or to submit additional data, please contact Project Manager Robert Shotwell.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:OBJ:mk

bc. C. O. Fredrickson
Al Harwood w/att.
Bob Shotwell w/att.
FHWA w/att.
Bruce Walton

TE/178

[✓ CE] CAE ✓ RECEIVED LS TC
[✓ COE] OM SA CC
OE [illegible] 1985 FE CP
CA FQC
CAM CONSTRUCTION QCS
EEO SECTION FILE

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 14, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: S. TIGARD INTCHGE-WILLAMETTE RIVER
Pacific Highway
Contract 9935

RECEIVED
[illegible] 17 1985
CONSTRUCTION SECTION

Attached is a Time Extension Request from the contractor in which he is asking for the completion date of the contract to be extended from July 31, 1985 to August 31, 1985. He is also asking that the internal time limit of May 31, 1985 be eliminated and changed to the overall completion of the job, or August 31, 1985.

The contract was awarded on November 26, 1984, with two completion dates. Part "A" states that the continuously reinforced concrete pavement, the latex modified concrete, and the dense concrete surfacing shall be completed not later than May 31, 1985. Part "B" states that all work shall be done not later than July 31, 1985.

The contractor approached Bob Shotwell in January of this year requesting us to delete the internal time limit. The reasons given were that the months of March, April, and May, the months the work could be expected to be done under the contract, are traditionally wet, rainy, and sometimes cold months. This type of work, once started, should continue until its completion, both for the quality of the finished product and in consideration of the safety of the freeway traffic. The contractor argued that we would have a better chance of doing this in the later spring or early summer months. He needed a commitment from us that we would consider such a request so he could schedule the rest of the work on the contract and plan on doing the part "A" work in a later time frame.

Bob Shotwell talked to Al Harwood and I about the proposal, and Al talked to someone in the Construction Section about it although he doesn't remember who, and there is no written record of the conversation. We collectively thought it sounded like a good idea since there would be no adverse impacts to the contract, the public, or to us. There are lane closures allowed on other regular contract work

More

through the original final completion date of July 31. We told the contractor that his proposal sounded good and that we would do everything we could to get the internal time limit eliminated. A Price Agreement was written the last of February, 1985, to delete the internal time limit, but due to lack of proper documentation, justification, etc., it has not been approved.

We received a formal time extension request from the contractor in March in which he lists three reasons for additional time and requests that the internal time limit be eliminated and the overall completion date be adjusted to August 31, 1985. Bob Shotwell has listed four items of extra work that should be considered, and recommends a total of 27 work days be added to the contract as follows:

1. There was no temporary concrete barrier set up for the paving at the end of the Willamette River, nor for the latex modified concrete or dense concrete in the Nyberg Interchange area. Construction and Traffic said there should be temporary barrier in the various stages at these two sites. An Extra Work Order was set up to provide for 1750 feet of barrier, which is enough for one stage at one site. The contractor had to deliver the barrier, move it for the stage construction, transfer it to the second site, and move it again for another construction stage.

   The 10 days recommended by Bob Shotwell seems reasonable.

2. There was an extra 200 feet of pavement added to the contract to be removed and replaced at the Willamette River site .

   I agree with the 3 days recommended by Bob.

3. There were some badly deteriorated joints and pavement at the northbound structure carrying I-5 traffic over the ramp to I-205, (Sta. 291-295 NB). This was difficult, slow work, not shown on the plans, and the 8 days recommended by Bob are justified.

4. Extra work on the shoulders off the bridges at the Willamette River, and the Beaver Dam bridges at Nyberg showed distress due to settlement and horizontal movement. It was decided to correct the problem, and the extra work took the 6 days recommended by Shotwell. This amounts to 27 work days, and translates to 38 calendar days.

More

This should be applied to the overall completion of the job, which should justify the extension from July 31 to August 31. It seems reasonable to me also to eliminate any internal time limit since the contractor scheduled his work operations to work on joint repair, shoulder barrier, joint sealing, etc. (part "B" work), and postponed working on Part "A" work. Perhaps he did this at his own risk, not having a signed PA or time extension request, but we had indicated to him that his original proposal sounded good and reasonable, and that we would do what we could to get the internal time limit eliminated. The extra work came along later, but the internal time limit should still coincide with the overall work.

Bob Shotwell and I have talked this over with Tom Lowe (back in February), and he has no problem with FHWA participation in this concept, or any time extension that is properly justified.

My recommendation is to grant the contractor's request to change the overall completion to August 31, 1985, and to eliminate the internal time limit.

I've attached the Price Agreement written in February to delete the internal time limit, with an initialed addition to the PA, but if this time extension request is granted, the PA may be unnecessary.

6-19-85

W. E. Schwartz –

I concur with Region and Proj. Mgr. and recommend a time extension of 31 C.D. I also recommend deletion of the internal completion date for phase "A".

O. B. Jackmond

MC/gw
Attachment
cc Bob Shotwell

9935

t

4121 SIXTH AVENUE NORTHW T SEATTLE, WASHINGTON 9 07 TELEPHONE (206) 783-8400

charles r.
company

June 4, 1985

Department of Transportation
Highway Construction Division
1158 Shemeketa Northeast
Salem, OR 97310

MATERIALMEN'S NOTICE TO OWNER AND GENERAL CONTRACTOR

Gentlemen:

You are hereby notified that the undersigned has commenced to furnish materials or supply equipment the by used upon the following described real property:

JOBSITE AT RICE HILL INTERCHANGE ON I-5 (contract #9930)
S. TIGARD INTERCHANGE AT WILLAMETTE RIVER BR. (#9935)
SUNSET HIGHWAY AT PACIFIC HWY PROFECT (#~~9935~~) .995
(in Washington and Clackamas Counties, State of Oregon) 40

That said materials, supplies, or equipment are being furnished at the request of Hamilton Construction, Springfield, OR, who are subcontractors to Wildish Companies, Eugene, OR, is ordering the same as your contractor and agent and that a lien may be claimed for all materials, supplies, or equipment furnished by the undersigned for use thereon.

The first materials, supplies, or equipment were delivered by the undersigned on the 29th of May, 1985.

A description of the character of the materials, supplies or equipment to be furnished is as follows:

LATEX MODIFIER A (in bulk)

This notice is sent to you as the owner, or reputed owner, of the premises which said materials, supplies or equipment are to by used in compliance with the laws of the State of Oregon, set forth in RCW 60.04.020.

Sincerely,

Charles R. Watts Company
4121 6th Avenue Northeast
Seattle, Washington 98107

By: Sandy Findlay
Credit Manager
Sandy Findlay

RECEIVED
JUN 10 1985
COMMISSION
DEPARTMENT OF TRANSPO

no resp. nec

RECEIVED
J
M
E
CA
CAM
1985
CONSTRUCTION SECTION
LS TC
SA CC
FE P
FQC
QCS
FILE

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Robert E. Shotwell
Project Manager

DATE: May 6, 1985

FROM: Richard A. Kuehn
Final Design Engineer

SUBJECT: S. Tigard Intchge.-Willamette River
Contract 9935

A review of the proposed revision to drawing 6810-1 for the R.C.P., End Panel, and Special Sections indicates adequate reinforcement size and spacing. Refer to previously approved as noted drawing 6810-1 returned to you under Letter of Transmittal dated February 12, 1985 for additional details as well as Standard Drawings 2070 and 2070-A, included in the plans.

Not shown on this revised drawing are longitudinal control joints for the 12' travel lanes. These should be added. In addition, this proposed revision results in a longitudinal joint in the middle of the center travel lane. Please review your proposed method of construciton to avoid this if at all possible.

Returned without additional comment are 4 copies of Drawing 6810-1, revised 3-18-85 and 4 copies rebar lists.

RAK:DB:as
attachments
cc: D. Parent
D. Bedford

RECEIVED
ROAD DESIGN SECTION
RDE
FDE
LE
SE
FPC
PDE
LFE
GTE
BPC
CA
Copy A.
Retur
B/U

81-125-1367

nig

US Department of Transportation
Federal Highway Administration

cc: OSHD (Mr Cou[illegible]er)

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENG
MAY 17 '85
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act

REGION NO. 10	REPORT NO. 2	COUNTY Washington Clackamas	DIVISION Oregon
IN COMPANY WITH R. Shotwell, OSHD Marion Craft, OSHD			
DATE OF INSPECTION 5-1-85	INSPECTION MADE BY Thomas P. Lowe, Area Engineer		PROJECT NO. IR-5-5(90)283
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED See Below %	WORK COMPLETED 25 %

SOUTH TIGARD INTERCHANGE - WILLAMETTE RIVER BRIDGE
PACIFIC HIGHWAY
Grading, Paving, Drainage, Guardrails, and Barriers

At the time of the inspection the contractor was working on slab replacement of the southbound lanes adjacent to the Willamette River Bridge. In the bridge approach there was not enough room ~~to~~ for stage construction ~~the~~ to maintain two lanes of traffic and at the same time construct the longitudinal joint between traffic lanes; therefore it was necessary to stage the construction such that the longitudinal joint would occur in the center traffic lane. Traffic in this area will not tolerate the closing of more than one lane at a time. This longitudinal joint, of course, is being doweled.

The inspection team examined the longitudinal crack in the northbound high-speed lane. This is a random crack that occurred apparently immediately after construction and runs for a distance of nearly a quarter of a mile. There is no work scheduled under this contract to correct the situation. It appeared that the sawed joints at the lane lines were not sawed in time to prevent a random crack in the high-speed lane. We carefully examined the random crack and could see no faulting or indication of faulting of the pavement; therefore we recommend that no work be done to correct this random crack at this time.

At the time of the inspection the contractor was cleaning and placing hot asphalt in the longitudinal joints between the PCC travel lanes and the AC shoulder. There are some 29 miles of joint repair in this contract. The contractor was using a router, followed by a mechanical wired brush, followed by an air blower prior to pouring hot asphalt in the longitudinal crack. This procedure was yielding good results. The joint prior to the asphalt placement was very clean and well brushed.

The State is considering a time extension on Phase A, which is the time limit to complete the Nyberg Road high density concrete overlay. The reason for considering the extension is to allow the contractor to perform this work during more appropriate weather conditions. I concur.

In general, most of the patches which have been completed under this project ride well: however, there are a few which cause a bump. The Project Manager advised that the contractor has and will be directed to grind the rough patches prior to acceptance of the contract.

- - TPL - -

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. COULTER
State Highway Engineer

DATE: March 21, 1985

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

NOTED
H. S. COULTER

SUBJECT:
S. TIGARD INTERCHANGE-WILLAMETTE RIVER BRIDGE SECTION
PACIFIC HIGHWAY
CONTRACT 9935

This is in response to your telephone call concerning questions raised by Peter Brix about the subject project. I attempted to call Mr. Brix and was advised that he was out of town. I left my name and telephone number for him to call me back, however, I did want to advise you of what the situation is on that project.

The project involves removing sections of the PCC pavement which are showing distress and replacing. The first four replacement patches ended up high, probably the result of screeding off of the existing roadway. The procedure has been revised and I'm assured that the patches are so smooth that you'll not even know you are going across the ones presently being placed. Also, the contractor is aware of the unsuitable nature of the first four patches and grinding will be performed to produce an acceptable ride.

I have been on the project several times and found no indication of substandard workmanship other than the roughness of the first few patches. The contractor has been doing a good job of maintaining the signing and traffic control devices. We have had a few problems in areas where ramps enter or leave the freeway. In order to maintain two lanes of traffic and still perform the work, it has been necessary to run one lane of traffic on the shoulder. This works reasonably well every place except at those ramps. I think that the worst of the problems are now behind us.

ACH/cp

cy Miller } FYI
Brix
4-4

RECEIVED
STATE HWY ENGR
MAR 22 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1387

December 19, 1984

Roadway Constructors Corp. and
R. A. Hatch Company, A JV
P. O. Box 6179
Bend, OR 97708

CON 5

#9935

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9935 for work on the South Tigard Interchange-Willamette River Bridge Section of Pacific Highway in Washington and Clackamas Counties.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: **The American Insurance Company**
ATTN: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Correon and Black of Oregon
P. O. Box 8699
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Bob Shotwell

ROADWAY CONSTRUCTORS CORP./R. A. HATCH CO.
A Joint Venture
Post Office Box 6179
Bend, Oregon 97708

November 20, 1984

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Project: South Tigard Interchange - To Willamette River Bridge
IR-5-5-(90) 283

Reference: DBE/WBE Documentation

Gentlemen:

The following are the proposed DBE/WBE subcontractors for the above mentioned project.

WBE (Goal 2%)

The Lady's Construction Co.
P.O. Box #H
West Linn, OR 97068

Bid Items 1, 3, 4, 5, 6, 53, 54 (Traffic) $ 17,700

S & L Landscaping, Inc.
13755 S.W. Ash Avenue
Box 23702
Tigard, OR 97223

Bid Items 15, 59, 60 (Landscaping) 15,360

Total WBE $ 33,060 (3.32%)

DBE (Goal 10%)
Dirt & Aggregate
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

Bid Items 36, 37, 44, 45, 46, 47, 48, 49 (Joint Sealing and Guardrails) $101,294 (10.16%)

Sincerely,

ROADWAY CONSTRUCTORS CORP./R. A. HATCH CO.
A Joint Venture

Robert L. Pyritz

RLP/cg

RECEIVED
NOV 20 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

CON 21-2
I-5E.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(85)283

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40126

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/30/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
South Tigard Interchange - Willamette River Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 11/27/84 I approve the revised Preliminary Engineering costs to a TEC of $69,600; Federal Funds $64,185.

(Increase TEC $52,600; Federal Funds $48,508)

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/6

14. DATE 12/3/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-5-5(90)283

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Clackamas
Washington

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40126

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 10/24/84

8. FEDERAL ROUTE NUMBER: Interstate 5

9. STATE ROUTE NUMBER: Primary 1

10. GENERAL LOCATION:

South Tigard Interchange - Willamette River Bridge

11. GENERAL DESCRIPTION OF WORK

Grade, drain, pave, guardrail and barriers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 10/22/84

13. REMARKS

As requested by Mr. Potter's letter of 10/22/84 the revised PS&E documents are approved at a TEC of $1,221,214; Federal Funds $1,126,202.

A signed copy of the revised Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
NOV 2 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig w/ att. to
11/2

14. DATE: 10/31/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 21-2

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(90)283 I-5C.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME
Clackamas
Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40126

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

STATE HWY ENGR
OCT 18 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 10/10/84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
South Tigard Interchange - Willamette River Bridge Section

11. GENERAL DESCRIPTION OF WORK
Grade, Pave, Drainage, Guardrail and Barriers

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 10/4/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as anticipated items as being cost effective.

Mr. Potter's 10/8/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,069,943; Federal Funds $986,701.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

A signed copy of the Title Sheet is returned herewith.

14. DATE 10/16/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev 12-79) PREVIOUS EDITIONS MAY BE USED

LON 21-2
5 E1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

September 25, 1984
IN REPLY REFER TO

HFO-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon IR-5-5(85)283
S. Tigard Intchg. - Willamette R. Br. Sec.
Pacific Highway
Washington & Clackamas Co.

We have approved the proposed pavement rehabilitation as described in Mr. Terpin's letter of September 13, 1984. It would be appropriate to clarify the need for a bond breaker between plain PCC base and the CRPCC pavement.

Sincerely yours,

G. K. Hassner
for Dale E. Wilken
Division Administrator

cc: Terpin
Versteeg
J. Scofield

Cy Terpin
10-8-84

RECEIVED
STATE HWY ENGR

OCT 2'84

REFER TO
Hunter

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FET:RTN:js ge

bc E. S. Hunter
J. H. Versteeg
D. R. Adams
Ed Hardt
R. T. Noble

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
SEP 14 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: September 13, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: South Tigard Intchge-Willamette River Bridge Section
Pacific Highway
Washington & Clackamas Counties

Submitted herewith is a request for approval of a contract rehabilitation project for the subject section. This is an Interstate Rehabilitation project to be funded with FAI-4R money.

The most widespread problem is deterioration of the Continuously Reinforced PCC at "night joints" where initial construction was halted at the end of a shift and continued the next morning. The distress includes punchouts and severe spalling of combined longitudinal and transverse cracking. This problem is due to construction practices and procedures of that time which have since been corrected.

Our solution is to dig out and replace the distressed areas of CRPCC with vertical full-depth removal at the perimeters. The minimum width of a digout will be the 12-foot lane width and the minimum length will be 20 feet. Where removal of the existing cement treated base is necessary because of deterioration of damage during PCC removal, it will be replaced with a non-reinforced concrete base.

Two areas is the southbound lanes have experienced some grade settlement. One is located just south of Nyberg Interchange, and the other is just north of the Willamette River Bridge. Jacking of the concrete to correct the grade has only limited application because of problems with voids and control of movement of the concrete in the vicinity of terminal anchors and bridge ends. We propose correcting the profile by using a variable thickness Iowa-type bonded Portland Cement Concrete overlay in these areas. The lengths of the overlays will be a few hundred feet, and the maximum thickness will be approximately 6.0 inches. The minimum thickness will be 1.5 inches, and the existing grade will be matched at the end of the overlay by grinding off 1.5 inches of the existing CRPCC.

Replacement of terminal expansion joints will be required at several locations where damage has occurred.

9935 9-4 I-5 N

South Tigard Intch. ~ Willamette River Bridge Sect.
Sta. L^s 564+00 To Sta 572+20

STAGE I

(Replace 220'± South Bound "Median" Lane)

Setup of T.P. & D.T. Time: ½ Day

Removal:

Extg. C.R. Conc. Pvmt. & Base
Bridge End Panel
Terminal Expansion Joint (Dowel Type)
Terminal Anchors - 4
Conc. Median Rail

Time: 3 Days

Replacement:

Terminal Anchors - 2	1 Day
Plain Conc. Pvmt. (Base)	½ Day
Bridge End Panel & Reinf. Conc.	½ Day
C. R. Conc. Pvmt. & Terminal Expansion Joint Drg No. 2070-A	2½ Day
Cureing Time (Special Provisions P.18)	4 Days
	Time: 8½ Days

No curing Time Required for 1st Pour

Total Time Stage I 12 Days

Sheet 1 of 2

South Tigard Intch. ~ Willamette River Bridge Sect. Cont.

STAGE II

(Replace 220' ± South Bound "Middle" Lane)

Setup of T. P. & D.T. Time: 1 Day

Removal & Replacement

Same as Stage I Time: 12½ Day

Total Time Stage II 12½ Days

STAGE III

(Replace 800' ± South Bound "Shoulder" Lane)

Setup of T.P. & D.T. Time: 1 Day

Removal:

Same Items as Stage I & II Time: 5 Days

Replacement:

Same Items as Stage I & II Time: 10½ Days

Total Time Stage III 16½ Days

Total Time Stage I, II & III 41 Days

sheet 2 of 2

THE FILE June 15, 1984

Norman L. Henry

Norman Henry
Design Team Leader

S. Tigard Intch - Willamette River Bridge Sec.
Pacific Highway
Washington & Clackamas Counties

On June 13 I called a meeting to discuss the problem of danger trees within the limits of subject project. The meeting was attended by the following representatives: Curt Duval, Bob Schalk and Kevin Rubright, Metro Region; Clifford Christanson, FHA; and Virgil Broadwater and myself representing Road Design Section.

After some discussion an on site inspection tour was made. Several trees were checked, some were found to be within the Clear Cut Zone (see Clear Zone attachment). Other items looked at as potentially hazardous to traffic were Light Poles, Sign Bridge Piers, Existing Guard Rail and Median Rail.

Shoulder ditches and between paved shoulders and paved Bridge slopes were of particular conern. Paving of gravel shoulder area under Bridges was one suggested way of solving this problem.

Bob Schalk was to have items of concern tired in so they could be located on plans. Bob also was to work up some designs on how to protect the more dangerous objects.

NH:bn
Atch.
cc: Curt Duval
Clifford Christanson
Norm Henry

H

9935

NARRATIVE REPORT

2-29-84

South-Tigard - Willamette River Bridge
Pacific Highway
Clackamas/Washington County

634-1956
jv

Purpose of Project

This project was proposed to correct subgrade drainage problems and repair specific areas of pavement which had deteriorated as the result of poor subgrade drainage. The project was also proposed to include the installation of guard rail adjacent to certain median areas where trees and a sign bridge column were determined to be in a potentially hazardous position.

Scope

The project work will include: Pavement and bridge panel grout pumping, pavement replacement, construction joint and bridge panel joint repair, P.C.C. overlay, perforated drainage pipe installation, guard rail installation and tree removal.

Grout Pumping

Grout pumping is proposed in areas of bridge panel settlement and pavement sections that indicate subgrade failure. There are several bridge panels and approaches that Curt Duval has determined to be in need of "pavement jacking".

Joint Repair

Repair of certain C.R.P.C.C. joints and bridge terminals is proposed due to spalling and deterioration.

P.C.C. Overlay

A section on both ends of, and including, the southbound drainage overpass immediately south of Nyberg Road is in need of an overlay. This will require a Class I pavement surface preparation. The section to be included is between 200 feet north and south of the structure. This includes an area approximately 550 feet long and 36 feet wide (3 lanes). Subsequent A.C. shoulder patching and adjustment of P.C.C. panel joints is necessary. An overlay similar to the treatment recently given to the Marquam Bridge is suggested.

Perforated Pipe

Many shoulder areas are continuously saturated and are ponding water. Many of the wet areas are also associated with pavement or joint break-up. To alleviate the problem of poor subgrade drainage, additional perforated pipe installations are proposed along the shoulders to pick up water before it gets into the subgrade. Since the pipe is proposed for areas not under loading, ADS pipe is suggested for convenience and minimizing costs. A filter fabric trench lining is also suggested to maintain the effectiveness of the new pipe. An eight-inch perforated drain pipe is proposed for sag areas and a four-inch pipe is suggested for other problem areas.

Guard Rail

It is recommended by the Region Engineer to install guard rails in the median area at the following locations: MP 286.49 to 286.65 southbound (850 feet), MP 288.15 to MP 288.23 southbound (425 feet), and MP 288.01

to 288.22 northbound (1100 feet). At MP 286.34 and 287.04 there are several individual small trees that need to be removed. A 550-foot section of guard rail at the Tualatin River O-Xing approach on the northbound side is also required. There is a large detention basin at the bottom of a steep embankment that is exposed.

General

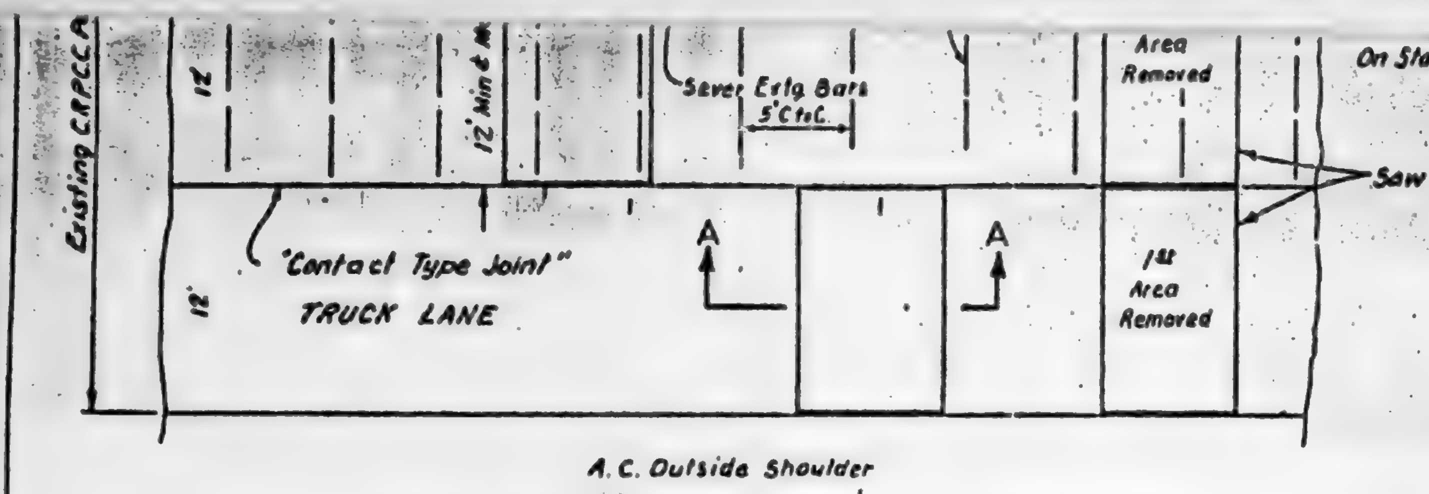
Proposed work items, with the exception of guard rail and tree removal, were indicated on "as built" drawings for the respective sections of the I-5 Freeway. Station reference for joint repair and pavement replacement is approximate as the specific area requiring work is obvious upon inspection.

Several ditch inlets (noted on plans) are also in need of adjustment as they are too high for water to enter.

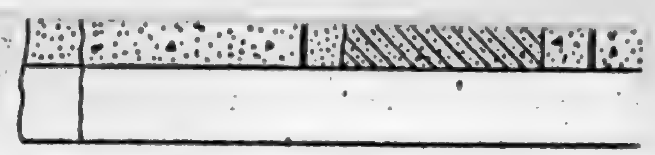
It should be noted that several areas in particular have drainage problems and are constantly saturated. These areas are: the Nyberg Road interchange on the southbound side, the Stafford Road interchange, and the sag area between the Stafford Road interchange and the Norwood Road U-xing.

Since there are projects currently being submitted for work at the Stafford Road and Wilsonville Road interchange, the work proposed in this project that is in the immediate vicinity could be included in those two projects.

A suggested stage construction plan is currently being developed and it will be submitted to Ron Failmezger for review.

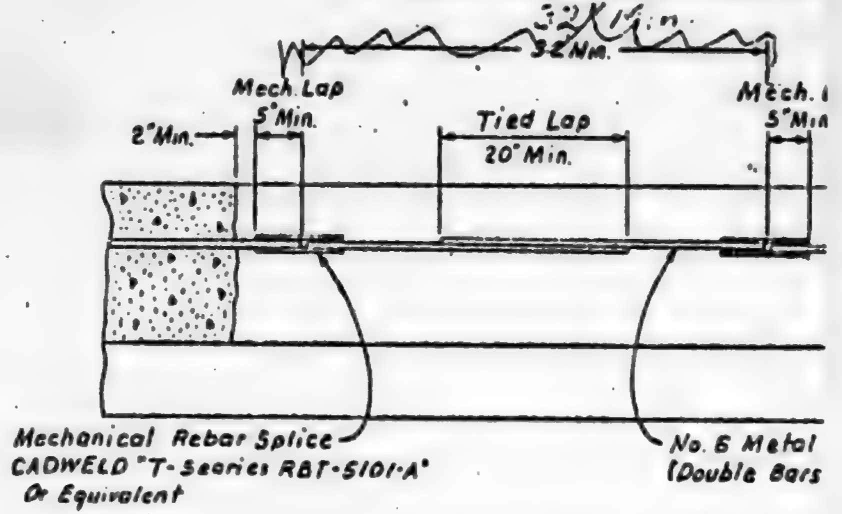

Existing C.R.P.C.C. A
12'
12' Min & M
Sever Extg Bars
5' C to C.
Area Removed
On Stage 3
Saw Cut
"Contact Type Joint"
TRUCK LANE
12'
A
A
1st Area Removed
A.C. Outside Shoulder

TYPICAL C.R.P.C.C. REPLACEMENT

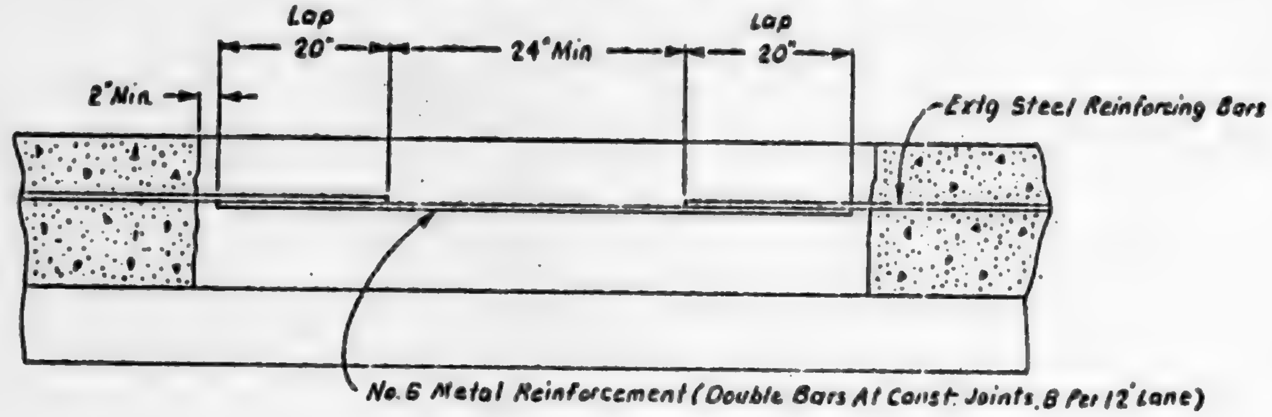


SECTION A-A

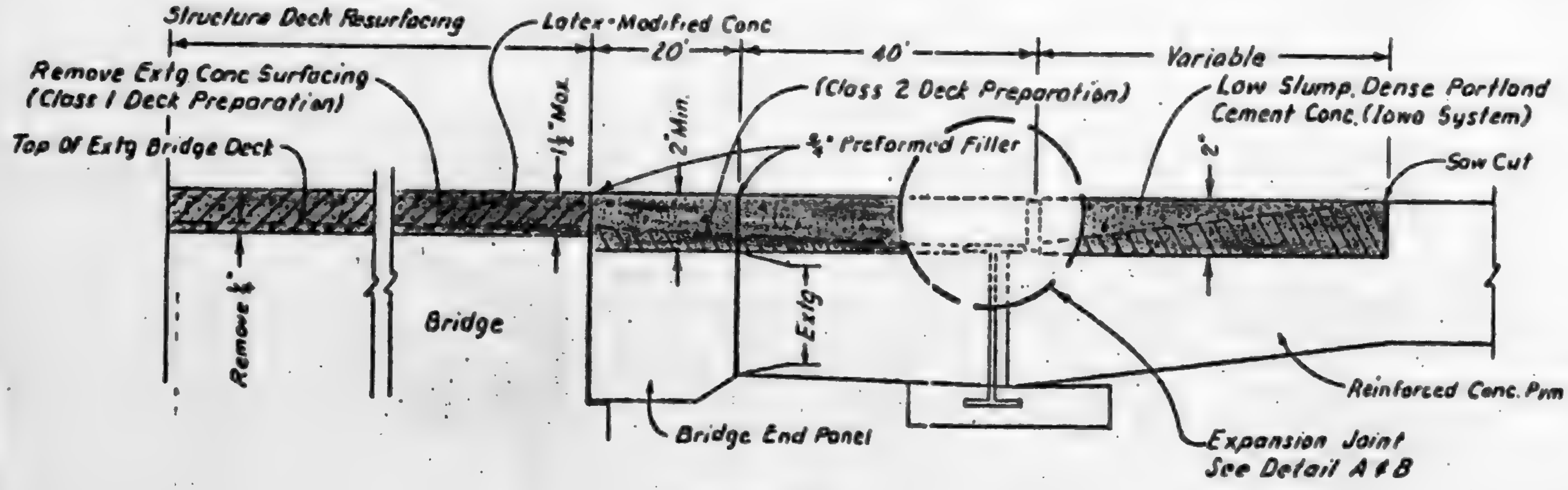
(For Details Not Shown See Drg No. 20


32" Min.
Mech. Lap
5" Min.
Tied Lap
20" Min.
Mech.
5" Min
2" Min.
Mechanical Rebar Splice
CADWELD "T-Series RBT-5101-A"
Or Equivalent
No. 6 Metal
(Double Bars

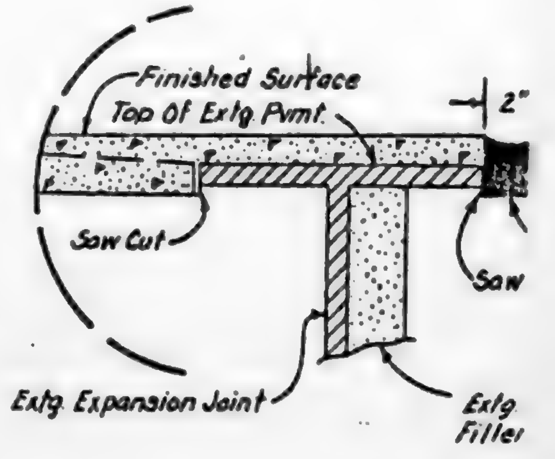
MECHANICAL SPLICE LAP REI


Lap
20"
24" Min
Lap
20"
2" Min.
Extg Steel Reinforcing Bars
No. 6 Metal Reinforcement (Double Bars At Const. Joints, 8 Per 12' Lane)

TIED 'LAP REINFORCING

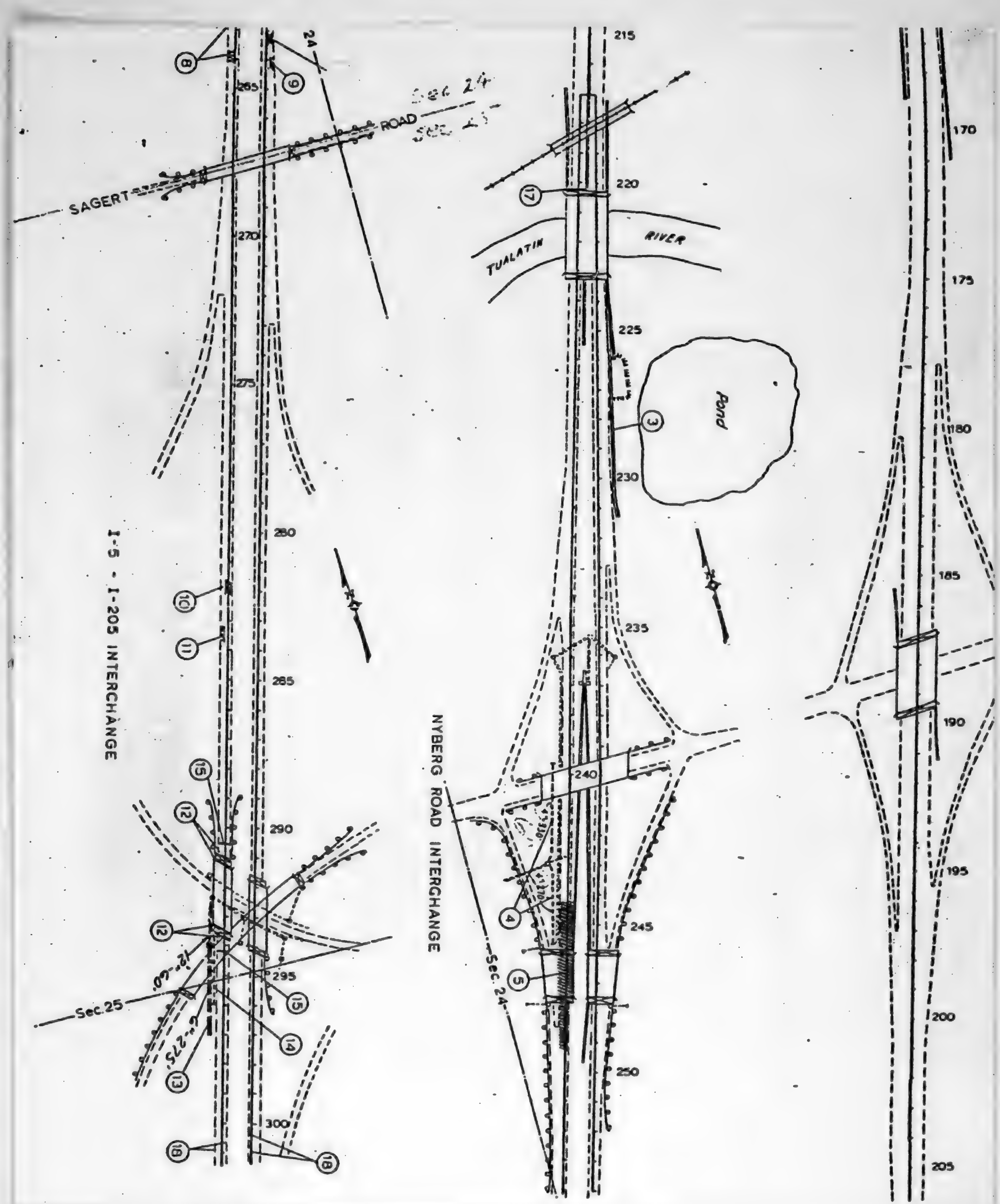

Structure Deck Resurfacing
Latex-Modified Conc
20'
40'
Variable
Remove Extg Conc Surfacing
(Class 1 Deck Preparation)
1½" Max.
2" Min.
(Class 2 Deck Preparation)
Low Slump, Dense Portland
Cement Conc. (Iowa System)
Top Of Extg Bridge Deck
¾" Preformed Filler
2"
Saw Cut
Remove ¼"
Bridge
Extg
Reinforced Conc. Pvmt.
Bridge End Panel
Expansion Joint
See Detail A & B

PROFILE


Finished Surface
Top Of Extg Pvmt.
2"
Saw Cut
Saw
Extg. Expansion Joint
Extg
Filler

DETAIL A

PAVEMENT RESURFACING DETAIL


I-5 - I-205 INTERCHANGE
NYBERG ROAD INTERCHANGE
SAGERT ROAD
Sec 24
Sec 25
24
Sec.25
Sec. 24
TUALATIN RIVER
Pond
12'-0"
6'-275
8
9
10
11
12
13
14
15
17
18
3
4
5
265
270
275
280
285
290
295
300
215
220
225
230
235
240
245
250
170
175
180
185
190
195
200
205

9112

CON 21-2
I-5, E.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-5(85)283
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Washington
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40126
6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/20/84
8. FEDERAL ROUTE NUMBER Interstate 5
9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
South Tigard Interchange - Willamette River Bridge Section

11. GENERAL DESCRIPTION OF WORK
SPOT [illegible], PAV, drain.
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $17,000 - FF $15,677
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 1/13/84.

RECEIVED
STATE HWY ENGR
JAN 24 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/24

14. DATE 1/20/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9735

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY Washington C Clackamas Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION South Tigard Intchge.-Willamette River Bridge	REGION Metro

SURVEY AUTHORITY Fwy #1	AUTHORIZATION NO. 1	PREFIX 634-1956	DATE 1-31-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	9,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		300
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		2,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 17,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IR-5-5(85)283

LOCATION ENGINEER'S REMARKS

1 Versteeg
Anderson
(Cy) Adams
(Cy) Macnab
2 Edwards E ~~Steudenmeyer~~
Terpin
Cy Trout
Cy Wakerlig

RECEIVED
FEB 8 1984
ROAD DESIGN SECTION

Ed Hardt said on Prelim HIP

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/12/83
RECOMMENDED, REGION ENGINEER X	DATE 11/3/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-20-84	

734-1914 (7-82)

GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to Program Management along with the Project Details part of the Project Prospectus for the initiation of the project development work.

SPECIAL INSTRUCTIONS

The **PREFIX** will be entered in Salem for the first authorization.

Enter the **ESTIMATED COST** for each of the functions your office is responsible for. Region responsibilities are functions 901, 902, 903, 910, 913, 914, 926, 936, 938, 950, 955 and 980 (unshaded boxes). The Location Office will collect the estimates from the other Salem offices, fill in the **CURRENT AUTHORIZATION** column and **TOTALS.**

The **RIGHT OF WAY PREFIX** , **FEDERAL AID PROJECT NUMBER** and the **LOCATION ENGINEER'S REMARKS** will also be completed in Salem. In the signature block place the preparer's name and the Region Engineer's signature.

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 1 — OJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION South Tigard Intchge.-Willamette River Bridge			KEY ID # 02071
			REGION Metro
STATE HIGHWAY # 1	HIGHWAY NAME Pacific	MILE POST FROM 292.20 TO 283.20	LENGTH 9.0
☐ URBAN ☐ RURAL	CITY	COUNTY Washington Clackamas	ROAD/STREET NAME
ROUTE # I-5	FEDERAL AID # FAI-5	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 10	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	
ROADWAY	$ 100		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 9				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 40		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$	WORK TYPE (1-12)	4	☐ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 150				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAI 4R	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	6	6
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	60,000	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Distress areas are evident due to a combination of problems at the night joints, poor subgrade drainage, and subgrade failure. This results in pavement failures which are hazardou to traffic.

PROPOSED SOLUTION

Installing the necessary subgrade drainage, rebuilding the subgrade and placing new concrete patches in the repaired areas. The areas amount to a total of about 450 Sq. Yds.

REQUESTED REGION ENGINEER X	DATE 11/3/83			
APPROVED ASST HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED ASST HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION South Tigard Intchge-Willamette River Br.

REGION Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95		SIGNS (PERMANENT)	N	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N ~~S~~	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				10	12	12	12	16	12	12	12	10				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

GENERAL INSTRUCTIONS

The Project Details sheet is Part 2 of the Project Prospectus. It should be completed and submitted with the Survey Authority (Part 4) to Program Management for combining with the Project Environmental Classification (Part 3). This will normally be done upon notice from Program Management after the Project Request has been approved. A copy of the approved Project Request should be attached if available.

SPECIAL INSTRUCTIONS

Attach a sketch map showing the location of the project and a description of the project including such items as channelizations, frontage roads, possible alternatives and unusual features.

Fill in the **KEY ID #** (if known), the **SECTION** (use the title as shown on the Project Request) and the **REGION**.

For each of the items in the next section fill in the appropriate letter to show who will be responsible for the work, if it already has been done or if it is not needed. Do the same for the **SIGNALS** and **UTILITIES**, but also show the number of existing and proposed signals and list the Utility **COMPANIES** that may be involved.

RIGHT OF WAY

Fill in the estimated number of **ACQUISITIONS, RELOCATIONS** and **EASEMENTS**. Also indicate who will be responsible for **RIGHT-OF-WAY LIAISON** and if **ACCESS** will be controlled.

DESIGN SPEED and **DESIGN STANDARDS** are self-explanatory.

TYPICAL SECTION

Fill in the width for each item contained in the existing facility and the proposed project. Enter 0 for those items not contained. If curbs are included show the standard type, enter 0 if no curbs. If the typical section cannot be shown clearly on this form include an explanation or drawn section in the project description.

SUGGESTED BASE DESIGN should be filled in with data obtained from the Surfacing Design Unit.

Under **STRUCTURE DATA** the cost estimates should be obtained from Bridge Design.

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION	KEY ID #
	REGION

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

7735 I-5

STATE OF OREGON

INTEROFFICE MEMO

TO: GARY POTTER, Manager
Program Section

DATE: October 27, 1983

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Metro Region Engineer

SUBJECT: S. TIGARD INTERCHANGE-WILLAMETTE RIVER
BRIDGE SECTION
I-5
PROJECT REQUEST

Attached is a project request for pavement joint restoration work on the section of I-5 between the S. Tigard Interchange and the Willamette River Bridge. This repair work is proposed to be done with Interstate 4R funds and the work was suggested by Surfacing Design Engineer John Scofield. The work involves repair of a number of joints in the continuously reinforced concrete pavement in this section which have broken up in the past and which have been very difficult to patch on a maintenance basis. You may recall that we discussed this and decided to enter the project in the Six-Year Program for fiscal '84 and then determine if it was eligible for Federal participation

ELH/cp/b

Attachment

cc: Don Adams ✓
Jim McClure
Curt Duval
Bill Geibel w/attachments

1 Versteeg ✓
Anderson
✓ Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
OCT 28 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up
Action

- 7738 I-5 N

ROAD DESIGN - HIGHWAY DES 16

Ed Hardt
Metro Region Engineer

October 5, 1983

Donald R. Adams, P.E.
Finald Design Engineer

Continuously Reinforced Concrete Pavement
from South Tigard-Willamette River

I have attached the letter that John Scofield wrote to J. H. Versteeg on his inspection of the subject concrete pavement on I-5. He knows that that there are about 450 sq. yds. of pavement failures that might require patching along the entire length of this section. This may be a reasonable condidate for a small contract to repair these areas by installing the necessary subgrade drainage, rebuilding the subgrade and placing a new concrete patch in the repaired area.

I have enclosed some photographs that John Scofield took during his inspection of the concrete surfacing. You may find these useful in evaluating the extent of the damage and the advisability of instituting a small repair contract for this work.

DRA:mg

Attachments

cc: J. H. Versteeg
John Scofield

cyp
mG 10/7

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED

OCT 07 1983

ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

LOC 16-3

TO: J. H. Versteeg
Design Engineer

DATE: September 20, 1983

FROM: John Scofield
John T. Scofield
Surfacing Design Engineer

SUBJECT: C.R.P.C.C. Pavement, Willamette River to South Tigard

You recently asked me to look at the C.R.P.C.C. pavement on I-5, north of the Willamette River. We inspected this pavement, which was placed in four projects, and made the following observations:

Typical C.R.P.C.C. transverse cracking was observed throughout the section. But the cracking showed little sign of deterioration and at this time is not a major structural problem or a riding discomfort.

Initial signs of faulting and raveling were observed at the lane joint between the outside travel lane and the middle travel lane. This problem is probably caused by the lack of structural ties between these two travel lanes. However, presently there are no major distress areas associated with this lane joint.

Distress areas were found at various locations within the project limits. Many of these pavement failures occurred at the construction night joints. Some of the distressed areas are patches. Pavement failures were also observed that are apparently a result of poor subgrade drainage and subgrade failure. A rough approximate of about 450 sq. yds. would be required to repair those major distress areas.

This distress is the total, for the entire six lanes, for the 9.7 mile length of the section.

I am enclosing a set of pictures, showing distresses, and also some of the transverse cracking.

JTS:ss

Enclosures

1 Versteeg ✓
Anderson
2 [illegible] ✓
[illegible]
Stoudenmeyer
Terpin
Trout
L Wakerlig

RECEIVED
SEP 21 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

SERIES TITLE:

CONSTRUCTION CONTRACTS

LAST RECORD
IDENTIFICATION:

9935 (1985)

OMI **Oregon Micro-Imaging, Inc.**

1790 West Eleventh Ave.
Eugene, OR 97402
503/687-9585

14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

CERTIFICATE OF AUTHENTICITY

This is to certify that the micrographic images appearing on this microfilm are accurate and complete reproductions of the records as delivered in the regular course of business for photographing.

Roll Number 255
Customer Name ODOT
Classification Construction Contracts
Starting File 9916 (1985)
Ending File 9935 (1985)

The film has been processed and inspected to accepted standards to achieve archival quality. The quality of the individual images is directly related to the color and quality of the original documents. Every effort has been made to obtain the maximum quality micrographic reproduction of these documents.

Date Produced 5\01\97 Location Eugene Oregon
City State

Camera Operator Deanna J. Olsen

Canon
AUTHORIZED DEALER

ROLL

255

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

ROLL